VICE-REGAL COMMISSION ON IRISH RAILWAYS, INCLUDING LIGHT RAILWAYS.

# FIFTH AND FINAL REPORT

OF

# THE COMMISSIONERS.

## VOLUME VI.

Presented to both Houses of Parliament by Command of His Majesty.

DUBLIN:
PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY ALEXANDER THOM AND CO. (LIMITED), ABBEY-STREET.

And to be purchased, either directly, or through any Bookseller, from
E. PONSONBY (LTD.), 116, Grafton-street, Dublin; or
WYMAN and SONS, (LTD.), Fetter-lane, E.C., and
32, Abingdon-street, Westminster, S.W.; or
OLIVER and BOYD, Tweeddale-court, Edinburgh.

1910.

[Cd. 5247.] *Price* 1*s.* 7*d.*

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## VICE-REGAL COMMISSION UNDER HIS EXCELLENCY'S SIGN MANUAL.

DUBLIN CASTLE,
*July* 19, 1906.

The Lord Lieutenant has been pleased to issue a Commission to the following effect :—

BY THE LORD LIEUTENANT GENERAL AND GENERAL GOVERNOR OF IRELAND.

*ABERDEEN.*

WHEREAS it is deemed expedient that a Commission should issue to inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what methods the economical, efficient, and harmonious working of the Irish Railways can best be secured :

Now We, John Campbell, Earl of Aberdeen, Lord Lieutenant General and General Governor of Ireland, do hereby nominate, constitute, and appoint you, Sir Charles Scotter, Chairman of the London and South-Western Railway (Chairman); the Right Honourable William James Pirrie, Chairman of Harland and Wolff, Limited, Shipbuilders and Engineers; Sir Herbert Jekyll, Knight Commander of the Most Distinguished Order of St. Michael and St. George, an Assistant Secretary of the Board of Trade; Lieutenant-Colonel William Hutcheson Poë, Companion of the Most Honourable Order of the Bath; Thomas Sexton, Esquire; William Mitchell Acworth, Esquire; and John Audley Frederick Aspinall, Esquire, General Manager of the Lancashire and Yorkshire Railway, to be Commissioners for the purpose aforesaid.

And for the better effecting the purpose of this Our Commission, We do by these presents authorise and empower you, or any two or more of you to be named by you, to call before you or any two or more of you, to be so named, such persons as you may think fit to examine, and by whom you may be the better informed of the matter hereby submitted for your consideration and everything connected therewith, and generally to inquire of and concerning the premises by all other lawful ways and means whatsoever. And also to call for and examine such books, papers, documents, writings, or records, as you or any two or more of you as aforesaid shall think useful for the purpose of the inquiry.

And We also by these presents authorise and empower you, or any two or more of you as aforesaid, to visit and personally inspect such places as you, or any two or more of you, may deem expedient for the purpose aforesaid. And Our pleasure is that you, or any two or more of you as aforesaid, do from time to time and with all convenient speed report to Us what you shall find touching and concerning the premises.

And We further by these presents ordain that this Our Commission shall continue in full force and virtue, and that you, Our Commissioners, do from time to time proceed in the execution thereof, although the same not be continued from time to time by adjournment.

And We do hereby appoint George E. Shanahan, Esquire, the Assistant Secretary to the Commissioners of Public Works in Ireland, to be the Secretary of this Our Commission.

Given at His Majesty's Castle at Dublin, this 18th day of July, 1906.

By His Excellency's Command.
J. B. DOUGHERTY.

The Commission, at its first sitting, adopted the short title of :—
THE VICE-REGAL COMMISSION ON IRISH RAILWAYS.

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## LIST OF PUBLICATIONS ISSUED BY THE COMMISSION.

I.—1. First Report (Cd. 3632)—Issued 9th July, 1907.

2. Appendix to the First Report (Cd. 3633), containing Minutes of Evidence (12th October, 1906, to 1st March, 1907), tables, memoranda, map, etc.—Issued 18th September 1907.

II.—1. Second Report (Cd. 3895)—Issued 13th January, 1908.

2. Appendix to the Second Report (Cd. 3896), containing Minutes of Evidence (12th March, 1907, to 9th July, 1907), tables, memoranda, maps, etc —Issued 13th February, 1908.

III.—1. Third Report (Cd. 4053)—Issued 25th April, 1908.

2. Appendix to the Third Report (Cd. 4054) containing Minutes of Evidence (11th October, 1907, to 16th November, 1907), tables, memoranda, etc.—Issued 21st May, 1908.

IV.—1. Fourth Report (Cd. 4204)—Issued 4th July. 1908.

2. Appendix to the Fourth Report (Cd. 4205), containing Minutes of Evidence (10th January, 1908, to 14th March, 1908), tables, memoranda, etc.—Issued 11th August, 1908.

V.—Second Appendix to the Fourth Report (Cd. 4481), containing Minutes of Evidence (16th June, 1908, to 16th October, 1908), tables, memoranda, maps, etc.—Issued 9th February, 1909.

VI.—Final Report (Cd. 5247).—Issued July, 1910.

VII.—Appendix to the Final Report (Cd. 5248), containing Minutes of Evidence (10th November, 1908, to 29th January, 1909), tables, memoranda, maps, etc.—Issued July, 1910.

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OF THE

# VICE-REGAL COMMISSION ON IRISH RAILWAYS.

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# VICE-REGAL COMMISSION ON IRISH RAILWAYS.

# FINAL REPORT.

TO HIS EXCELLENCY JOHN CAMPBELL GORDON, EARL OF ABERDEEN, K.T. G.C.M.G.,

LORD LIEUTENANT-GENERAL AND GENERAL GOVERNOR OF IRELAND.

MAY IT PLEASE YOUR EXCELLENCY,

WE, the undersigned Commissioners appointed under Your Excellency's Warrant of 18th July 1906, have the honour to submit this our Final Report. The Warrant directed us:—

> "To inquire into the present working of Railways in Ireland, including Light Railways, and to report how far they afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the Island and to Great Britain; what causes have retarded the expansion of traffic upon the Irish lines and their full utilisation for the development of the agricultural and industrial resources of the country; and, generally, by what means the economical, efficient, and harmonious working of the Irish Railways can be best secured."

## PRELIMINARY.

### I.—PROCEDURE AND EVIDENCE.

1. Our first meeting was held in London on the 29th September, 1906, when the procedure to be followed during the Inquiry was considered. It was then decided to take evidence first from traders, and representatives of Public Departments, local authorities, and other public bodies, and subsequently to hear the Irish Railway Companies in regard to all matters coming within the terms of reference. With a view to indicate the points upon which we desired to receive evidence, we circulated and published two memoranda, copies of which are included in the Appendix. We came to the conclusion that it would be most convenient to all concerned if our meetings were held in Dublin, and occasionally in London, and this arrangement was observed throughout.

2. The question of the representation of the Associated Irish Railway Companies, by Counsel, at our public meetings, was raised at the opening of the Inquiry, by Mr. Balfour Browne, K.C., and the Right Hon. James H. Campbell, K.C., M.P., who supported the written application of the Companies, previously made to the Commission on that subject. After full consideration, we decided that under certain specified conditions, and subject to withdrawal of the privilege at any time, if deemed desirable, Counsel would be admitted to represent the Companies and that the same advantage would be allowed to any public body concerned, on whose behalf a similar request might be preferred. Two such applications were subsequently made by the General Council of the County Councils, and by the Clare County Council, and towards the close of our Inquiry, the former were represented by Counsel, who addressed us on their behalf. The previous inaction on the part of the Councils referred to was explained on the ground that the funds at their disposal could not be legally applied to such a purpose. Ennis, 12368–70, 12458–61.

3. In view of the importance and magnitude of the interests involved, the Inquiry was regarded with much interest in all parts of Ireland. Numerous local authorities, Agricultural, Industrial, and Commercial Associations, appointed representatives to give evidence, and many others furnished statements which will be found in the Appendix, as to the administration and working of the Irish Railways, all of which received our careful consideration.



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4. Our first public meeting was held in Dublin on the 12th October, 1906. In the course of the Inquiry we have held 95 such meetings for the reception of evidence, the representative character of which is indicated by the following analysis:—

| —— | | Number | Number of Witnesses. |
|---|---|---|---|
| Irish County Councils' General Council, .. .. | | 1 | 4 |
| County Councils, .. .. .. .. | | 23 | 41 |
| Urban District, and Borough Councils, and Town Commissioners. | | 35 | 49 |
| Rural District Councils, .. .. .. .. | | 10 | 14 |
| Boards of Guardians, .. .. .. .. | | 3 | 5 |
| Chambers of Commerce, .. .. .. .. | | 9 | 20 |
| Harbour Boards, .. .. .. .. | | 11 | 15 |
| Industrial and other Associations, .. .. .. | | 29 | 39 |
| Steamship Companies. .. .. .. .. | | 2 | 2 |
| Public Departments, .. .. .. .. | | 6 | 15 |
| County Surveyors, .. .. .. .. | | 5 | 5 |
| Prime Minister for New Zealand, .. .. | 1 | – | 55 |
| Members of Parliament, .. .. .. | 5 | | |
| Barristers and Solicitors, .. .. .. | 3 | | |
| Engineers (other than Railway Cos' Engineers), .. | 8 | | |
| Banker and Financier. .. .. .. | 1 | | |
| Traders .. .. .. .. .. | 23 | | |
| Witnesses unclassified, .. .. .. | 14 | | |
| Light Railways (Companies and Committees of Management). | | 9 | 13 |
| Associated Irish Railway Companies, .. .. | | 13 | 16 |
| Total, .. .. .. | | 156 | 293 |

Deducting forty-five witnesses delegated by more than one body, the total number of persons examined was 248. Many of the representatives appointed by the local bodies and Associations enumerated above were themselves manufacturers, traders, agriculturists, or cattle dealers, or were otherwise directly connected with the trade and leading industries of the country. We were fortunate in obtaining evidence from the Right Hon. Sir Joseph G. Ward, K.C.M.G., Premier of New Zealand, during the visit of the Colonial Premiers to England, in May, 1907. He very kindly attended before us in London at considerable personal inconvenience, on the day of his departure from England, and gave us valuable information relative to the construction, administration, and working of the New Zealand State Railways. In addition to our public meetings we have met in private on 56 occasions.

Ward, 19507–51.

Appendix 19, Second Report.

## II.—Inspections of Light Railways.

5. Inspections of a selected number of guaranteed Light Railways were made by a section of the Commission, in response to requests of the Directors, several of whom had previously given evidence as to the need of State aid, for effecting certain necessary improvements. Particulars of these inspections are given in Part II. of our Report.

## III.—Information given by Public Departments.

6. Much useful technical and general information, bearing directly upon the question of transit in Ireland, was given in Dublin, by representatives of the Board of Public Works, the Department of Agriculture and Technical Instruction, the Local Government Board, and the Congested Districts Board; and in London, by representatives of the Board of Trade, and the Public Works Loan Board of England.

Appendices 1, 2, and 3, Fourth Report.

7. We are especially indebted to the Department of Agriculture and Technical Instruction for the collection and tabulation of information relating to Irish and Continental goods rates and conditions of transit, summaries and analyses of which are given in the Appendix. Early in the Inquiry, the Department offered to furnish us with information on these subjects, and they appointed one of their staff, Mr. Philip MacNulty, to visit the

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following countries :—France, Belgium, Germany, Holland, Denmark, Austria, and Hungary. How thoroughly and efficiently this difficult work was carried out is evidenced by the voluminous statements and tables which Mr. MacNulty submitted. Mr. MacNulty gave evidence before us on five separate occasions. He also furnished us with a number of comparative percentage tables of Irish and Continental rates, and with statements on the following subjects which had been prepared in the Department :—

(*a*) rates for a number of commodities (Staple Exports of Ireland to Great Britain), from Continental Ports to Great Britain, and from Irish stations to stations in Great Britain ;

(*b*) rates for certain commodities, produced or producible in Ireland, from British and Irish centres of distribution to destination ;

(*c*) rates for cattle and dead meat, from English ports and Irish centres, to the English markets.

## IV.—Mileage of Irish Railways.

8. The number of Irish Railways at present open for traffic, their mileage, and number of Directors, are as follows :—

| — | Number. | Mileage. | Directors. |
|---|---|---|---|
| Broad Gauge (5′ 3″), .. .. .. | 14 | 2,872¾ | 147 |
| Narrow Gauge (3′ 0″), .. .. | (1)14 | 530 | 113 |
| Single Rail, .. .. .. .. | 1 | 9 | (2) 1 |
| Total, .. .. | 29 | (3) 3,411¾ | 261 |

Out of the total length of 3,411¾ miles, 2,741½ are single track.

Included in this mileage are a number of lines constructed under the Light Railways Acts of 1883, 1889, and 1896, with the aid of public money, given, either by way of free grants, or of capital raised on Baronial guarantees, or partly by grants and partly by guarantees. The mileage constructed in this manner under the Tramways Act, 1883, was 296½, namely, 75½ broad gauge and 221 narrow gauge. Under the Light Railways Act, 1889, 238½, namely, 195 broad gauge, and 43½ narrow gauge ; and under the Light Railways Act, 1896, 68 narrow gauge. The total contribution from public funds to these lines was £1,560,042, exclusive of the amounts annually paid by way of recoupment to the County Councils in respect of guaranteed lines under the Tramways Act, 1883. Fuller particulars are given in Part II., par. 143, and in the Tables annexed to this Report.

(1) Including two lines on which no construction work has yet commenced.

(2) The Receiver.

(3) The mileage in this and other Tables does not agree exactly with that given in the Board of Trade Railway Returns, owing to the omission from the latter of two Tramways (one constructed under the Tramways and Light Railways Act, 1883) which are included in the Board of Trade Tramway Returns ; and also to the inclusion in this statement of two railways opened for traffic since 1st January, 1909, which have not yet appeared in the Railway Returns.



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# PART I.—TRUNK RAILWAYS.

## V. History of the Irish Railway System.

9. The Irish railway system, which—exclusive of Light Railways and Tramways—is at present worked by sixteen companies, has been built up by the amalgamation of a large number of lines which, previous to their absorption, had been worked as independent undertakings. The Great Northern, for example, with a total length of 542 miles (exclusive of 45½ miles partly owned), is the result of the amalgamation of thirteen separate incorporated railways, including the Ulster (Belfast to Portadown, Clones, &c.); the Dublin and Drogheda; the Irish North Western (Dundalk to Enniskillen, &c.); the Dublin and Belfast Junction (Dundalk to Portadown), &c. The seven principal systems in Ireland now comprise about sixty railways that were formerly separate undertakings.

The first Irish Railway was a line six miles in length from Dublin to Kingstown, which is now leased in perpetuity to the Dublin and South Eastern Company, formerly known as the Dublin Wicklow and Wexford. The Act authorising its construction was passed in 1831, and the Railway, which was opened for traffic in 1834, cost upwards of £50,000 per mile. For more than five years this was the only railway in Ireland. In 1839 the Ulster Railway, now merged in the Great Northern of Ireland system, was partially opened, and the Dublin and Drogheda Railway, now another section of that system, was opened in 1844. The Company that promoted the first part of the Great Southern and Western Railway, from Dublin to Cashel, was incorporated in the same year. The Midland Great Western Company was incorporated in 1845, for the promotion of a railway from Dublin to Mullingar, with a branch to Longford. In the following year powers were obtained for an extension to Athlone, and in 1847 a further extension to Galway was sanctioned. The Belfast and Northern Counties Company, whose undertaking was acquired by the Midland (of England) Company in 1893, was incorporated in 1845, and the first section of the system, from Belfast to Ballymena, was opened in 1848. The Belfast and County Down Company was incorporated in 1846, and the first part of the railway, from Belfast to Hollywood, was opened in 1848. This was followed by the opening of the line from Belfast to Comber and Newtownards in 1850. The Cork, Bandon, and South Coast Company was incorporated in 1845, and the first section, between Bandon and Ballinhassig, was opened in 1851.

10. The question of the construction of Railways in Ireland was taken up by the Government of H.M. King William IV. in 1836, and towards the close of that year a Royal Commission, since known as the Drummond Commission, was appointed to consider the best means of promoting the construction of a general system of railways, with a view to developing the resources of the country at the smallest outlay. After an elaborate survey, the Commission recommended the construction of certain trunk lines of railway, and proposed :—

> "That every effort be made to combine into one interest and under one management and control the whole of the southern system of intercommunication between Dublin and Cork, Limerick, Waterford and Kilkenny, and that the Northern line by Navan—to Armagh at least—be treated according to the same principle and treated as one concern."

In the event of no large body of capitalists being found willing to undertake the work, the Commission expressed the hope :—

> "That to avoid the evil of partial execution, and to accomplish so important a national object as that contemplated in the completion of the entire system, we may look forward to a certain degree of assistance from the State, as great at least as has been given for the encouragement of other public works in Ireland, and on these grounds of policy which we believe have not been disputed, and on which it is therefore unnecessary for us to enlarge."

They therefore recommended :—

> (a) "That the Government should advance by way of loan a considerable portion of the amount of the estimates at the lowest rate of interest, and on the easiest terms of repayment, to be secured by a mortgage of the works. We think that many landholders may also be found to subscribe towards carrying into effect an object which in addition to its importance as a national concern, cannot fail to benefit and improve their own properties.
>
> "As a further assistance in filling the subscriptions, perhaps powers might be given to the counties interested as well as to corporate towns, to become shareholders to certain amounts; the Government in such cases advancing the money on the security of presentments in the usual manner, and the return of such shares being available for the reduction of the county or other rates. . . .

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"Provision, however, will be necessary in this case to secure the co-operation of the whole of the districts interested—the approval of a certain majority having been obtained.

(b) "If these means be rejected, or fail to produce sufficient subscriptions to insure in the first instance the execution of the entire system, we would suggest that the work might still be allowed to go forward, beginning at Dublin or other fixed terminus, to any other determinate point, such portion, however, not to be considered as an integral line but only as part of the general system, and to be continued from that point towards the ultimate intended termini of the several lines and branches as new subscriptions are received. The subscribers to these continuations should be entitled to all the privileges and advantages arising from the whole portion of the line already executed, from the date of the payment of their respective subscriptions, equitably estimated according to the time when each subscription shall be made.

(c) "We would further venture to suggest that the Government should undertake either or both of the proposed combined lines on the application of the counties interested, the outlay to be repaid by small instalments at the lowest admissible rate of interest, and under the provision that in the event of the returns not paying the stipulated amount of interest, the counties shall supply the deficits by presentments."

This report was presented in July 1833, and early in the following year a great public meeting, held in Dublin, passed a resolution, that inasmuch as an adequate system of railways could not be constructed by private capital, the Government should be urged to take the work into its own hands, thereby saving the cost of Private Bill legislation. Promises were also made that the lands necessary for railway construction would be given free of cost. Similar resolutions were adopted at another public meeting held at about the same time in the North of Ireland. In addition, an address to the Queen was presented by a number of Irish Peers, headed by the Duke of Leinster, praying that action should be taken on the Drummond Commission Report.

11. The Government of Her late Majesty Queen Victoria concurred generally in the proposals of the Commission, and submitted a resolution to the House of Commons in March 1839, recommending, firstly, an advance of 2½ millions for the construction of lines between Dublin and Cork, with a branch to Limerick, as public works for the execution of which the Treasury was to be empowered to issue Exchequer Bills; and secondly, the appropriation of the revenue of the projected undertakings to :—

(1.) the maintenance and working of the railways;
(2.) the payment of interest at 3½ per cent. on the advances;
(3.) a sinking fund not exceeding 1½ per cent. per annum;
(4.) the reductions of rates, or extensions of the systems.

This resolution was adopted by the House of Commons, but later on Her Majesty's Government decided to abandon the project, and the construction and working of railways was left to private enterprise, as in England and Scotland. In 1842 the subject of the construction of Irish railways by the State, and of assistance to such construction by way of grant, was again brought forward in the House of Commons, but the Government adhered to their former decision, on the ground that if the construction of railways could be carried out with profit, private enterprise would step in, and if not, they ought not to be undertaken. The Irish Companies, however, were treated exceptionally, as, very early in their history, they sought and obtained aid from time to time, by way of loans from the State, towards railway construction. The first of these advances was made in 1836, to the Dublin and Kingstown Railway Company, and the second in 1842, to the Dublin and Drogheda Company. The distress in Ireland, caused by the famine, led to further applications, which were so far entertained that Parliament in 1847 authorised the issue of £620,000 out of the Consolidated Fund to the Great Southern and Western, the Waterford and Kilkenny, and the Dublin and Drogheda Railway Companies. Earlier in the year, the leader of the Opposition introduced a Bill seeking to authorise State loans to the amount of £16,000,000, for the construction of Irish railways as relief works, but the proposal did not meet with the approval of the Government, and the Bill was thrown out by a majority of almost three to one.

12. In 1849, Parliament authorised a loan of £500,000 to help the Midland Great Western Company to complete their railway, and other advances amounting in the whole to £4,289,545 have since been made to Irish railway companies by the English Public Works Loan Board and the Irish Board of Works. Of £1,265,128 advanced by the Irish Board of Works, the principal outstanding on the 1st March 1909, was £204,270, in respect of five loans, relating to four undertakings, £127,190 having been written off and remitted, in addition to £189,514 in respect of interest which was cancelled by remission.(1) Of £3,010,910 advanced by the English Board

Appendix 33, Second Report

(1) See Board of Works tables annexed to this Report.

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£24,671 was remitted in 1879, in respect of the Waterford, New Ross and Wexford Junction Railway, in addition to £13,100 for interest cancelled by remission; and £12,444 is still recorded as outstanding, but irrecoverable in respect of the Portumna and Parsonstown Railway, (see par. 100). The balance of these loans, amounting to £4,034,653 has been repaid.

In 1866, Parliament sanctioned the advance of £500,000 to Irish railway companies from the Consolidated Fund, for a period not exceeding one year, to enable them to meet pressing liabilities. It should be noted that certain companies applied this money to the repayment of loans, which had been advanced on the security of existing railways, instead of to the extension of railway communication in Ireland.

13. In December 1865, a Royal Commission, of which the Duke of Devonshire was Chairman, was appointed to inquire into railway rates and charges, and the safe, expeditious, punctual, and cheap transit of passengers and merchandise on the railways of the United Kingdom. In formulating their recommendations the Commission, *inter alia*, dealt with the suggested purchase of the railways by the State, and also with the question of railway amalgamation, both of which subjects have been brought prominently before us. They came to the conclusion "that it would be inexpedient to subvert the policy which has hitherto been adopted of leaving the construction and management of railways to the free enterprise of the people, on such conditions as Parliament may think fit to impose for the general welfare of the public."

Separate reports were presented by two members of the Commission—the Right Hon. William Monsell, (afterwards Lord Emly), and Sir Rowland Hill. A debate was initiated in the House of Commons by Mr. Monsell in August 1867, on the subject of the Irish railways, and, arising therefrom, a small Commission was appointed to ascertain the exact financial position of the Irish companies in connection with the suggestion for State purchase of the lines. The Commission, in their report of 30th April 1868, dealt with the prospects of the railways, and in a further report, presented in December, gave the following answers to questions which had been specifically referred to them:

(1) That the adoption of the Belgian scale of charges would lead to an immediate loss of receipts estimated at £646,000 per annum, equivalent to 37.4 per cent.

(2.) That concentration of management would lead to a saving estimated at £32,000 per annum.

(3.) And that placing the debenture capital at a uniform rate of interest under Government guarantee would lead to a saving in interest estimated at £88,000 per annum.

Allowing for these last two items the Commission estimated that there would be an initial loss of more than £500,000 a year, diminishing annually for eleven years, at the end of which the loss would come to an end, and a profit would commence to arise on the operation. No action was taken upon these Reports in the direction of either amalgamation or purchase.

14. Since the Devonshire Commission reported, the subject of the Irish railways has been brought forward in Parliament, by way of resolution and memorial, on several occasions. Proposals for the acquisition of the railways by the State, to be followed by large reductions of rates, were submitted to the House of Commons in 1871 and 1873, and in the latter year a memorial signed by seventy-eight Irish Peers, and ninety Irish Members of Parliament was presented, offering that if railway rates were reduced, any loss resulting from the operation should be borne by Ireland alone. A motion in favour of the purchase of the Irish railways by the State made in the House of Commons in 1873 by Lord Claud Hamilton, M.P., (now Chairman of the Great Eastern Railway Company), was opposed by the Government, which, however, expressed willingness to give financial assistance to the companies in consideration of amalgamation, having regard to its attendant advantages to the public. The motion was defeated by a large majority. In the following year a further proposal for State purchase, submitted to the House by Mr. Blennerhasset, M.P., was opposed by the Government, which based its action on the views expressed by the Devonshire Commission. In the course of the debate the Chief Secretary took occasion to refer to the substantial progress which had been made towards amalgamation, and in other directions, by the voluntary action of the railway companies with the aid of private resources, adding that "Parliament might beneficially lend its assistance in promoting amalgamation, and possibly facilities might be given by the Government, by which it might be rendered easier and cheaper than at present." The motion was defeated by a substantial majority.

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15. The House of Commons Committee on Rates and Fares, which sat in the sessions of 1881-2, included in their Report the following reference to the Irish railway system:—"We recommend that the amalgamation of Irish Railways be promoted in every way, including, if necessary, direct Parliamentary action." But no action was taken by the Government of the day, and no attempt has since been made to obtain Statutory powers with a view to bring about compulsory amalgamation.

16. In 1883 Her Majesty's Government made a new departure in legislation, by passing the Tramways and Public Companies (Ireland) Act, to assist in the construction of light railways. This subject is specially dealt with in paragraphs 127, 136, 137 of the Light Railways section of this Report.

17. In October 1885, the Royal Commission on Irish Public Works, presided over by Sir James J. Allport, was appointed, and its inquiry included the question:—

"Whether increased facilities could be afforded to trade and commerce by any changes, legislative or otherwise, in the organisation and management of the Irish railway system, or by an extension of the Acts for aiding the construction of tramways, or other cheap means of communication with existing lines."

The Commission reported in January 1888, and referring to previous Commissions stated—"that while the preponderance of local opinion in Ireland was in favour of State Purchase, the weight of expert judgment of successive Governments, and of the House of Commons, has been against that course, whether considered as an end or a means." They added that Irish railway management appeared to exhibit a considerable want of enterprise, and of business qualities, coupled with a too narrow view of its own interests. They also expressed their belief that there was no reasonable prospect of improvements under the then prevailing system of management, divided and subdivided as it was among so many companies.

The Commission referred as follows to the question of State Purchase:—

"In a previous paragraph we referred to the strong and general opinion which existed in Ireland twenty and fifteen years ago, in favour of State Purchase of the railways of that country; and it will be asked whether this opinion still continues. To this question our observation leads us to reply that the opinion still exists, but in a less degree, and in a somewhat altered character. We must analyse the evidence upon which this conclusion is based.

"The question of railway management can be approached from two sides, that of the general public, who desire certain ends; and that of those, whether connected with railway management or not, who study the means whereby the desired end may be attained. From the former point of view it is our impression that a wide-spread desire for State Purchase of railways exists in Ireland. The evils of the present condition of things are strongly felt, and recourse is naturally desired to that panacea for them which has been so frequently advocated. Moreover, in Ireland people turn to the State for assistance far more readily than in England; and the State ownership of railways has in itself an attraction to many minds. At the same time, we do not think that public opinion in Ireland now looks to State Purchase as the only, or the best remedy for grievances; but any other measure by which the same result could be attained would be equally welcome. In particular, we observed that the suggestion of a general amalgamation of the existing companies was usually approved by witnesses, provided some sort of Government control was exercised so as to prevent the abuse of the monopoly which would thus be left in private hands."

The report proceeds;—

"It will be gathered from what has gone before, that the remedy we propose for the present defects in Irish railway organisation and management is two-fold, on the one hand, centralisation in the hands of a single company; and on the other, an external controlling authority, with powers to inquire into and remedy grievances. We wish it to be clearly understood that we would not recommend the first of these without the second; and at the same time the second without the first, though it would be very useful, would still be an insufficient remedy for the evils which exist. Having thus indicated in general terms the nature of our proposal, we must now develop in detail the two branches of which it is composed, and in doing so it will be convenient to begin with the second (the controlling authority), as this might be applied at once to the existing system.

"The new body which we propose should be constituted for controlling Irish railway administration in the interests of the public should, in our opinion, be composed somewhat as follows:—It should be a Board, to be called the Irish Railway Commission, comprising four special members who should be leading men who have been engaged in commercial pursuits in Ireland, and would represent, as far as may be practicable, the different districts of the country. These members would be paid a moderate annual salary, but would not be required to give their whole time to the public service; and we attach great importance to their having been in active participation in commercial affairs, and being well acquainted with the business requirements of the country. Associated with these men should be a member, probably of the official class, as representative of the Government. The Board should have a permanent Secretary, and such clerical staff as may be required, and should have power to call for professional assistance when necessary."

The proposals of the Commission included recommendations as to the powers and duties to be assigned to the body so constituted, and a scheme was suggested for facilitating amalgamation which, failing arrangements being voluntarily made by

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the companies, contemplated compulsory action on the part of the State. The questions of rates, financial advantages of amalgamation, and extensions of the railway system, were also dealt with by the Commission, and are further referred to in this Report (pars. 63, 65, 68, 79, 86, 105, 96).

In recording their conclusions the Commission pointed out that the changes in organisation and management of the Irish railway system which they advocated, were in their judgment calculated to afford the increased facilities desirable in the interests of trade and commerce.

As in the case of the recommendations of the Devonshire Commission, no action was taken by the Government in the direction of amalgamation. Subsequent legislation affecting railways in Ireland has been confined to the Tramways and Light Railways Acts of 1889, 1890, 1895 and 1896, all of which are fully discussed in the section of this report dealing with Light Railways.

13. Since the Allport Commission reported, several important measures affecting the railways of the United Kingdom have been enacted with the object of safeguarding the public against undue increases in charges and preferential treatment in rates and facilities. The Railway and Canal Traffic Act of 1888 was the first of these enactments, and it was followed, after an exhaustive inquiry, at which British and Irish traders gave evidence, by the Railway Rates and Charges Order Confirmation Acts of 1892, to which were scheduled the general classification of goods, and the maximum charges for merchandise traffic which are applicable to British and Irish railways. These Acts are directed against the imposition of preferential rates, and provide that existing rates within the authorised maxima shall not be increased until after public notice has been given, thereby affording traders an opportunity of appeal to the Railway and Canal Commissioners, who may refuse assent to any increase that in their opinion may not be justified.

In 1894 an Act to amend the Railway and Canal Traffic Act of 1888 was passed. It gave further protection to traders; imposed upon the companies the onus of proving that any rate increased since 31st January 1892, whether such rate were within the authorised maximum or not, was reasonable; and compelled the companies to keep rate books open for inspection at their head offices, and to supply copies or extracts on demand.

Parliamentary Debates, 1899, Vol. LXVI, p. 1295.

19. In February 1899, Mr. William Field, M.P., proposed the following amendment to the Address in reply to the Queen's Speech:—

> And we humbly represent to your Majesty that the present railway rates and charges in Ireland constitute an intolerable grievance to the Irish people, and that measures should be adopted this session for the remedy thereof, either by the amalgamation of the management under State control, or by the State purchase of Irish railways, so as to reduce the tariffs, and further to increase facility of transit by utilising and developing the waterways, and canalising certain rivers in Ireland.

In the course of the debate which followed, the Chief Secretary to the Lord Lieutenant,[1] while expressing sympathy with that portion of the amendment which related to complaints as to railway rates and charges, indicated that in the opinion of the Government the best hope of improvement in Irish railway management lay in the direction of voluntary amalgamation of the Irish companies. The amendment was ultimately withdrawn.

In the same year the Agricultural and Technical Instruction (Ireland) Act was passed, section 17 of which empowers the Irish Department of Agriculture to appear before the Railway and Canal Commissioners, on behalf of any person aggrieved, in reference to any matter which the Commissioners have jurisdiction to determine. This is a power for the benefit of Irish traders which might prove advantageous to them, if it were fully exercised. Proceedings under this section have been instituted on only one occasion.

Cantrell, 141-2.

20. Early in 1900 a demand for the appointment of a Vice-Regal Commission, to inquire into the whole system of railway rates and communication in Ireland, was put forward by the Irish County Councils and other local authorities. Numerous petitions were forwarded to the Irish Government, and a deputation representing those bodies waited upon the Vice-President of the Department of Agriculture, and requested him

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[1] Right Hon. Gerald Balfour, M.P.

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to support the application. A few weeks later the Irish railway companies wrote to the Lord Lieutenant, strongly opposing the demand for an Inquiry, which, they said, would, in their opinion, be calculated to "lessen the confidence of capitalists in the stability of railways as an investment, thereby permanently retarding desirable extensions and improvements of the railway system." They further contended that the Irish railways had been so managed as to foster the resources of the country. The demand for a Commission was ultimately refused, on the ground, as stated by the Chief Secretary [1] on the 15th May 1900, that the Government were not prepared "to refer to another Commission, whether Royal or Vice-Regal, a general inquiry involving such questions as the purchase of Irish railways by the State, or their compulsory amalgamation subject to control by a public department, or the cheapening of carriage by rail in Ireland at the expense of the National Exchequer."

Balfour Browne K.C., p. 224, Appendix, Final Report.

Parliamentary Debates, 1900, Vol. LXXXIII., p. 244.

21. In February 1901, the appointment of a Commission was again pressed for in Parliament, and refused by His Majesty's Government. In the following April, Mr. Hayden, M.P., moved a resolution identical in terms with the amendment to the Address which had been moved by Mr. Field, M.P., in 1899 (see par. 19). In the course of the ensuing debate, the Chief Secretary [2] indicated that the view of the Government on the question of Irish railways was rather in the direction of amalgamation than of State purchase, and the resolution was defeated by 152 to 90. In May 1901, the Chief Secretary [2] in reply to Mr. Field, M.P., stated that he was prepared to consider the advisability of instituting some further inquiry into the railway system, but declined to give more specific information as to the intentions of the Government.

Do., 1901, Vol. XCIII., p. 276.

Do., 1901, Vol. XCIII., p. 965.

22. The appointment of a Commission was again brought forward, by way of question and answer in the House of Commons, on six different occasions between April and December 1902, but the Government still declined to institute the desired inquiry, on the ground that the pressure of legislative work left them no time to give the attention to the subject which its importance demanded.

Do., 1902, Vol. CV., p. 1260.

23. In February 1903, Mr. O'Mara, M.P., moved an amendment to the Address in reply to the King's Speech, to the effect that the railway charges for agricultural and other produce in Ireland were excessive, and that the general management of Irish railways was such as to require immediate attention and reform. In reply, the Chief Secretary [2] pointed out that legislation on the land question during the session would preclude the possibility of dealing with the subject of Irish railways. He explained, however, that through the Agricultural and other Departments he was at that time collecting information bearing upon the questions of transit and transport in Ireland. The amendment was ultimately withdrawn.

Do., 1903, Vol. CXVIII., p. 996.

24. In February 1904, in reply to Mr. Field, M.P., who again urged the appointment of a Vice-Regal Commission to inquire into the question of railway freights, the Chief Secretary [2] stated that the Department of Agriculture was still engaged in collecting information as to the charges on Irish agricultural produce, and that the expediency of appointing a Commission could only be decided when those investigations had been completed. In the same month, Mr. J. F. X. O'Brien, M.P., moved a resolution: "That in the opinion of this House, excessive railway rates and defective transit facilities generally, constitute a serious bar to the material advancement of Ireland, and should receive immediate attention from the Government." The Chief Secretary [2] resisted the demand for an inquiry, stating that in view of the large amount of money required for the working of the Land Act of the previous Session, State purchase in the near future was impracticable, and that in existing circumstances no steps could be taken either to enforce compulsory amalgamation of the Irish railways, or to guarantee shareholders against loss entailed by reduction of rates. He referred, however, to a scheme for the provision of a system of motor traction throughout Ireland, in districts where railway communication was either defective or wanting. Such a scheme had shortly before been projected by Lord Iveagh and Lord Pirrie, with the object of facilitating the collection of produce, and its conveyance to the railways. Commissioners specially appointed by their lordships had made investigations and surveys, and had recommended the selection of seventeen experimental districts, covering a length of 363 miles of road. The Chief Secretary added that difficulties had arisen with regard to speed limit, weight of motors, and condition of the roads, which he hoped were capable of adjustment. The resolution was eventually negatived by 121 to 87.

Do., 1904, Vol. CXXIX., p. 853.

Do., 1904, Vol. CXXX., pp. 807–30.

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(1) Right Hon. Gerald Balfour, M.P.
(2) Right Hon. George Wyndham, M.P.



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25. We may, at this point, complete the narrative of the scheme of motor traction. The Chief Secretary had mentioned that portions of the roads would require strengthening to support the heavy weights of motor vehicles, and that the Local Government Board would be prepared to lend money on easy terms to provide for such reconstruction as might be necessary. The main obstacle to the realisation of the scheme appears to have been the extra cost of road maintenance, a difficulty which was considered insurmountable, and the scheme was abandoned. It is a matter for deep regret that such an important proposal should have led to no result. We were informed that of the few motor services introduced subsequently by private enterprise, all but two had been discontinued, on the ground of unremunerative working.

26. In May 1904, His Majesty's Government were pressed to appoint a Committee for Ireland, such as had been appointed by the Board of Agriculture in England, to inquire into the alleged preferential treatment by railway companies of imported foreign produce. The Chief Secretary, [1] however, stated in the House of Commons that the Department of Agriculture were still engaged in the collection of information relating to rates, and that when their inquiry was completed, the Government would be in a better position to consider the expediency of undertaking a public investigation of a more general character.

Parliamentary Debates, 1904, Vol. CXXXIV., p. 1027.

27. In March 1905, the following resolution, moved by Mr. O'Shaughnessy, M.P., was agreed to without a division: "That in the opinion of this House excessive railway rates, and defective transit facilities generally, constitute a serious bar to the material advancement of Ireland, and should receive immediate attention from the Government with a view to providing a remedy therefor." In the debate which followed, the Government were urged to appoint a Vice-Regal Commission to inquire into the whole question of railway and canal traffic in Ireland. Later in the Session, when pressed to give effect to the resolution, the Chief Secretary [2] declined to pledge himself to initiate the necessary legislation, and afterwards announced that the Government were neither prepared to appoint a Commission, nor to take steps for enlarging the powers of the Department of Agriculture.

Do., 1905, Vol. CXLIII., pp. 141–44.

Do., 1905, Vol. CXLIII., p. 1706.

28. Early in 1906 the Chief Secretary[3], in reply to questions on the subject of Irish railways, intimated that he had not had time to consider the subject fully, but later on he mentioned that the question of an inquiry was under the consideration of the Irish Government, and finally, on the 16th July, he announced the appointment of Your Excellency's Commission.

Do., 1906, Vol. CLVII., p. 154.

Do., 1906, Vol. CLX., p. 1316.

## VI.—The Irish Canal System.

29. The question of the Irish canal system had already been expressly included in the reference to the Royal Commission on Canals and Waterways, which had been appointed on 5th March 1906. In regard to suggestions that the Irish canals should be referred to us, the Chief Secretary explained that though there might have been some advantage in dealing with the Irish transit problem as a whole, the weight of argument was distinctly in favour of allowing the Canal Inquiry to proceed, and of committing the Railway Inquiry to a separate body. In these circumstances, we considered it unnecessary to take evidence relating to canals and waterways, though several of the witnesses who appeared before us referred incidentally to interior water transit, in connection with railway rates between points served by both means of communication.

Do., 1906, Vol. CLX., p. 1356.

## VII.—Irish Local Rates, as Compared with the Irish Proportion of Through Rates.

30. On the 29th June, 1906, a deputation from the Irish Industrial Development Association, and other bodies interested in traffic, met the managers of the Irish railways in conference at the Irish Railway Clearing House. The main objects of the deputation were (1) to ascertain what proportions the Irish railways received out of through cross-channel rates, and (2) to urge the railway companies to assimilate their local rates with their shares of the corresponding through rates, with a view to placing the Irish trader on a footing of equality with the cross-channel trader in respect of charges for conveyance of goods on the Irish railways. According to the evidence of the Secretary of the

Riordan, 3695–9.

(1) Right Hon. George Wyndham, M.P.
(2) Right Hon. Walter Long, M.P.
(3) Right Hon. James Bryce, M.P

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Association, the General Manager of the Great Northern Railway, who was in the chair on that occasion, stated to the deputation that if the railway companies carried Irish goods between Irish stations at the same charge as imported goods, the companies would soon be in the Bankruptcy Court. The witness for the Associated Railway Companies gave a different version of the Chairman's statement, which, in his recollection, was to the effect that if all the Irish rates were based on the special low through rates, this would land the companies in bankruptcy. The Chairman himself told us that the deputation had demanded such sweeping reductions in rates, that, if complied with, the companies would soon be bankrupt. Whatever the precise words used on this occasion may have been, we think there is no room for doubt as to the substance either of the claim advanced by the deputation, or of the Chairman's reply. The cross-channel through rates being keenly competitive, and the Irish local rates being, as a rule, non-competitive, it is reasonable to infer that the through rates are on lower, and the local rates on higher, scales of charge. When an Irish local rate on a higher scale, and a cross-channel rate on a lower scale, are combined, to form the basis of a through rate, then an apportionment of such through rate, according to mileage, or on any analogous principle of division, would give the Irish company, as its share, a smaller sum than the amount of its own local rate. Further, inasmuch as the cross-channel through rate, by the shortest route between any two points, is applied to all other routes between the same points—irrespective of their length—it follows that the Irish share of the through rates by the longer routes would be much less than the company's local rate. Hence a proposal to reduce the local rates on conveyance of Irish goods, to the level of the Irish share of the through rate on imported goods of the same description, would point to a loss of revenue, which, in the judgment of Mr. Tatlow, would jeopardise dividends, or, in the opinion of Colonel Plews, would lead the Irish companies into bankruptcy.

Tatlow, 44683.

Plews, 47389.

31. Numerous complaints to the same effect as those made by the deputation were brought before us, and we considered it desirable to give the railway companies an opportunity of informing us whether they accepted, in respect of certain imported commodities, a proportion of the through rates less than the local rates charged for such goods between the same points. We accordingly asked the Railway Committee, representing all the Associated railway companies, to furnish us with particulars of the model settlements which show each local rate forming part of a through rate. We also asked for the apportionment, between the companies concerned, of the amounts of certain existing through rates for a number of selected commodities, fairly typical of traffic between Ireland and England, *via* Dublin, and *via* Cork. The Committee declined, however, to give this information, on the ground that they were not at liberty to disclose matters which were the exclusive concern of the companies, and which, in their opinion, did not affect the rates paid by the public. We were told that the Committee were unanimous in refusing to furnish the information, as individual companies objected to having the apportionment of rates made known to other companies in England and Ireland; the Committee, moreover, thought that such particulars were not really necessary for the purpose of the inquiry. We regret that the Irish companies did not see their way to accede to our request, which was prompted by the wish to obtain information to enable us to estimate what part of the revenue of a unified railway system would be represented by reductions of internal and export rates, such as, in our judgment, might be required, to promote "the expansion of traffic upon the Irish lines, and their full utilisation for the development of the agricultural and industrial resources of Ireland." We need only add that the refusal of the railway companies to supply the particulars asked for is calculated to strengthen and perpetuate the conviction that imported goods are carried over the railways at lower rates than are like commodities produced in the country.

Tatlow, 55008.

## VIII.—Complaints Against the Irish Railway Companies.

32. Numerous complaints of excessive and preferential goods rates, rebates, slow transit of merchandise, inadequacy of train service, rates and facilities in connection with the fishing industry, want of additional stations, inferior and insufficient rolling-stock for goods and cattle, the difficulty experienced in obtaining information from the companies, and various other matters concerning rates, facilities, and general administration, were made against the railway companies in the course of our inquiry. We shall notice briefly those that might be regarded as the most important.



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33. The first important industrial body to bring their case before us was the Irish Flour Millers' Association, whose representative complained of the injury done to Irish trade by the operation of what he described as "preferential cross-channel goods rates," and handed in statements which are printed in the Appendix. It will be observed that the through rates for flour from Liverpool, to such places as Mullingar, Cavan, Tralee, Ennis, Enniskillen, Wexford, and Ballymoney, are lower than the sum of the local rates, (with cartage charges added), by amounts varying from 1*s.* 6*d.* to 7*s.* 6*d.* per ton, and the witness contended that these through rates were preferential, and gave an unfair advantage to imported flour. He mentioned that the Association had requested the railway companies to furnish particulars of the rates for bread stuffs between Liverpool and certain interior stations, and between Dublin and these stations, together with an analysis of each rate, whether local or through, for the purpose of the evidence which they proposed to submit. Particulars of the rates in operation were supplied, but information as to the composition of the rates was withheld, though the Railway and Canal Commission had advised the Association in 1904, (1) that if the through rates, in respect of which particulars were required, came under Section 25 of the Railway and Canal Traffic Act, 1888, the portion intended for each Company was required to be stated, and that in the case of an agreed through or joint rate, if an application were made to the Commissioners, an order to show how much of it a company, party to it, received, could be made. The Commission had also advised the Association (2) that it did not appear to be illegal for a company's local rate to be of higher amount, and that the power to charge two terminals in the one case, where only one, or none, could be charged in the other, would alone furnish ground for a difference. No further steps appear to have been taken by the Association, on the ground, as explained in their evidence, that to bring the case before the Railway and Canal Commissioners would entail legal proceedings the cost of which was regarded as prohibitive.

Appendix 3, First Report

Shackleton, 823.

Appendix 3 (I. and VII.), Third Report

Shackleton, 932-6.

Tatlow, 44690.

The representative of the Irish railway companies told us that "in the vast number of cases, the through rate is the sum of the locals," but explained that some disparities between through rates from English ports to interior Irish stations, and the sum of the local rates between the same points, were accounted for by the fact that the through rates were based upon those in operation by alternative shorter routes. For example, the flour rate from Liverpool to Cavan *via* Dublin, was the sum of the local rates *via* Dundalk, while the rate from Liverpool to Roscommon was determined by the charges *via* Westport. It was further stated that cross-channel rates were based, in the main, on the local charges by the cheapest route, except in the case of produce exported from the South of Ireland. "Based," it was explained, meant "approximating in amount." As a rule, the practice was to make these rates equal to "the sum of the locals," but he admitted that, generally speaking, the cross-channel rates were slightly lower than the locals, and that in special cases they were considerably lower. The Flour Millers' Association, we were informed, had made representations to several railway companies, urging that in all cases where goods were carried at through rates, the local rates should be the Irish proportion of the through rates. The Great Southern and Western, and the Midland Great Western Companies declined to accede to their application, while the Midland (Northern Counties Committee), stated that there was no traffic from English manufacturing centres to stations on their system. We are satisfied that the railway companies are alive to the necessity of encouraging the flour-milling industry by special low rates on the raw material, and that they have done much to benefit the milling trade. Their action, however, has not been uniform. For example, rates for grain, 10 to 15 per cent lower than the rates for flour and meal, are given habitually, on the Great Northern, and, occasionally, on the Great Southern and Western Railway, while the Dublin and South-Eastern give an exceptionally low rate for grain, to Dublin only. It is, in our opinion, in the interests of the railway companies themselves to encourage the grinding of wheat and other grain in Irish mills, in preference to favouring the importation of flour, since, in the case of inland mills, they first carry the wheat to the mills, and, secondly, the flour and bye-products from the mills to the distributing centres. In the other case, they carry nothing but flour from the ports to the centres. It is satisfactory to find that the flour-milling trade has improved in recent years. There is, however, reason for believing that the trade is capable of considerable expansion. Official statistics indicate that there is more flour imported into Ireland than could be produced from all the wheat imported, and grown in the country.

44870.

Neale, 47445-6.

Appendix 3, Third Report.

Neale, 48539-51, 49305-9.

Tatlow, 54852-4.

Plews, 46315, 46859-69.

Neale, 47473.

Pim, 49450.

Shackleton, 985-8.

O'Dea, 1159.

34. The case of another industry, namely, the manufacture of cheap and strong furniture, was brought under our notice by a representative of the Irish Reform Association, who is himself engaged in the trade. He complained that the rates of all the companies

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having termini in Dublin, except the Great Northern, were "station to station," whereas the Great Northern Company included collection and delivery in their rates. He stated that small manufacturers and wholesale merchants were obliged to employ outside carters, having no regular scale of charges, to convey goods to and from the railway premises, and he condemned this system as "irregular, expensive, and unsatisfactory, often resulting in delays and loss." His statement was confirmed by the representative of the Irish Industrial Association, who declared that while large trading firms were able to do their own carting to and from the stations, the majority of traders were at the mercy of carters, who were free to charge for the service as they pleased. He urged on behalf of his Association, that the railway companies should be compelled to collect and deliver goods in large towns and to include the cost of cartage in the rates. The representative of the Irish Industrial Development Association was also of opinion that while it would not be reasonable to expect the companies to undertake cartage services in all cases, they should perform them in large centres.

O'Dea, 1135.

Riordan, 1472.

Riordan, 3759–60, 3983.

The answer of the companies was, that their existing arrangements were similar to those on the English and Scotch lines, where the rates were generally "station to station"; that in England the traders had expressed a desire for an increase in the number of non-carted rates; and that at many stations the traffic was too small to warrant the expense of maintaining cartage staffs and plant. As to the charges made by carting agents, the railway witness told us that the companies had made arrangements under which certain sums were charged for collection and delivery of goods. The witness for the Great Southern and Western Company stated that the system of station to station rates on that railway, appeared to give general satisfaction, and that no complaints on the subject, except those of the Irish Reform Association, had been received. He added, that in his opinion, the prevailing arrangement was more to the advantage of the public, than if the rates included cartage services. The General Manager of the Great Northern Railway took the contrary view. He said that where charges covering cartage services at both ends were included in the rates, the trader had the benefit of an inclusive charge from the forwarder to the receiver, without either party being liable to exactions by private carters. The arrangement, which had worked beneficially, and on the whole enabled traffic to be carried at a lower cost than if cartage charges had been made by private carriers, had facilitated prompt deliveries, and his company found it to work satisfactorily in all the business centres where cartage services were in operation. We are of opinion that the establishment of collected and delivered rates at large centres would go far to meet complaints.

Tatlow, 44794.

Neale, 47534–7.

Plews, 45807–16.

35. One of the witnesses for the Irish Reform Association informed us that the Great Northern Company had given special reduced rates for furniture at least 20 per cent. below the ordinary rates with the object of encouraging the development of the industry, and that such reductions had enabled a factory at Richhill, co. Armagh, to do a profitable trade with places on the Great Northern system. Corresponding reductions had been refused by the Great Southern and Western and Midland Great Western Companies, and we were assured that had the Great Southern Company treated the manufacturers as well as the Great Northern, they would probably have been able to increase largely their output and staff of workmen. In consequence of the companies' refusal, they had been to a great extent shut out of the province of Munster, as it was stated that the difference in the rates would more than absorb the whole of the profit. The witness was further of opinion that cheap furniture ought to be charged on a lower scale than furniture of a superior description. In answer to this complaint, the Manager of the Great Southern and Western Railway explained the inability of his company to give similar concessions to those of the Great Northern Company, on the ground that the same class of goods is manufactured in Dublin, Waterford, and Cork, and that his company would not be justified in carrying traffic from Richhill at rates proportionately lower than those charged from the stations named. He pointed out that any development of the Richhill industry which might follow from a reduction of rates, must be at the expense of other manufacturers, who had a better right to the business. The witness added that it would be impracticable to discriminate in the matter of rates, between the cheap furniture produced at Richhill, and the more expensive commodity manufactured at other centres. It is, we think, a matter for regret that such grievances should exist in connection with an industry which, we were informed, is carried on entirely for Irish markets.

O'Dea, 1218–22.

1231–2.

Neale, 47583.

The witness for the Reform Association gave us an instance of the disadvantages with which the promoters of new industries in Ireland are confronted, in regard to railway rates. He was associated with the establishment, in 1906, of a furniture factory at Navan,

O'Dea, 55618.

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in the county Meath, where cheap furniture and Windsor chairs were manufactured. The railway companies, when asked for special rates to the principal Irish towns, quoted the maximum rates, namely those of Class 5, and it was subsequently found that, instead of being accorded special treatment, the firm were being charged about 55 per cent. too much on common Windsor chairs. The result of the first two years' trading was most discouraging, the firm lost heavily, and we were assured that had not additional capital been available, it would probably have been necessary to close the factory.

O'Dea, 55621.

The explanation was that there had been some misunderstanding on the part of the companies, the classification having been lowered as far back as 1892, though according to the rate-books of the two companies concerned, the reduced charges were not applied on the Great Southern Railway till the 1st June, 1907, or on the Midland Great Western till the 8th July of the same year—twelve months after the appointment of Your Excellency's Commission. This is borne out by the fact that in the Railway Clearing House classification for 1906, Windsor chairs were noted at a rate two classes higher than the charge which has now come into operation. It is significant that while the output of this article from the Navan factory, for the second half of 1907 was 38½ dozen, the output in the second half of 1908 was 472 dozen.

55638.

36. With regard to through rates on furniture, evidence was given that the through rates from London and Birmingham to certain interior Irish stations—including Sligo, Ballina, and other towns—as compared with the local rates from Dublin to the same places, put local traders at a disadvantage. Particulars of the rates quoted are included in the Appendix. The railway companies questioned this evidence on the ground that in every case the through rate was much higher in amount than the local, the difference thus giving an advantage to furniture made in Ireland. It was obvious, however, that the complaint related primarily to transit charges on goods purchased by the Dublin merchant in England, and re-forwarded to interior stations at local rates. In the cases of Sligo and Ballina, the sum of the locals was admittedly higher than the through rates by the sea route from London or Liverpool to Sligo, or from London to Liverpool, and thence to Sligo. It should be remembered, however, that traders in places so far apart as London and Sligo, must have recourse to the direct railway route when expeditious transit is required, and that in the case of furniture, which is not often sent in large consignments, the preference would probably be given to the railway. On the whole we think the Association were fairly justified in putting forward these rates in support of their contention.

Appendix 4, First Report.

Tatlow, 44898.

Wood, 10063–5.

37. Further evidence on behalf of the Irish Reform Association was given by their Secretary, who defined their objects to be the encouragement of co-operation among Irishmen, "irrespective of creed or class, for the development of the country's resources, and for the promotion of the welfare of the people." The Association, he told us, had early in 1906 called for a thorough inquiry into the working of the Irish railways, in view of the prevalence of complaints respecting the administration of the lines, the freight charges imposed, and the alleged insufficiency of the facilities provided by the companies for industrial and agricultural purposes.

10066.

Among the points brought under our notice by this witness, was the difficulty of obtaining information from traders as to grievances against the railways, and the reluctance "on the part of the individual members of the public" to supply particulars, on the ground that "if they came forward with information, they would be penalised by the companies." The subject had already engaged our attention. Shortly after the opening of our Inquiry, an Irish manufacturing firm expressed a desire to submit evidence of grievances arising out of alleged excessive rates, which had forced them to discontinue business in several towns, adding that this appeal was made to us, in consequence of the companies having refused redress. As the complaint appeared to merit investigation, the firm were advised that their evidence would be received, but a month later, we were informed that the Directors had decided not to give evidence, because they feared that the railway companies would penalise them, by cancelling temporary rates then in operation, and by withdrawing facilities more or less beneficial to their business. In reply, we told them that the companies had repeatedly assured us that such fears on the part of traders were quite groundless, and that no witness would be prejudiced by reason of any evidence given by him in either an individual or a representative capacity. We communicated the substance of this correspondence to the companies, who promptly renewed the assurance, adding that none of the Associated Companies would think of withdrawing rates or facilities, "on the ground that some trader who enjoyed them, had

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given evidence before the Commission." The firm, nevertheless, adhered to their decision, and would not even consent to the publication of the correspondence, because, as they said, the railway companies would have access to our records.

38. In another case, we were told that a witness who had given evidence before the Commission, had afterwards suffered at the hands of a railway company. We thought it desirable to look into the matter, and we obtained particulars of the case, to enable the company to give an explanation. The complaint was, that an Enniskillen merchant who had appeared on behalf of the Urban District Council, had been immediately afterwards deprived by the Great Northern Company of a trader's ticket the use of which he had enjoyed for a number of years. The merchant himself confirmed the complaint, and offered, if necessary, to attend and substantiate his statement. Inasmuch as the annual ticket which this trader had in 1906, expired at about the time when he appeared before us, he may have had some reason for concluding that the company's refusal to renew the ticket was influenced by the nature of the evidence he had given, but the General Manager of the Great Northern Railway stated that the issue of a trader's ticket was conditional on a minimum amount of traffic; that so long as such traffic was maintained, the ticket was issued; that it had actually been continued for a year, although the traffic had fallen below the minimum; and that the privilege had only been withdrawn, when there was no apparent prospect of improvement. We cannot say whether this particular case—details of which were published in the press at the time—had the effect of deterring traders from attending for examination, but it is a fact that several witnesses who had furnished abstracts of evidence withdrew their names, and that others who were requested to give evidence asked to be excused. We have no reason to question the good faith of the assurances given by the railway companies; but we do not think it improbable that traders who were receiving favours from the companies, or who were being afforded special facilities, the withdrawal of which would have caused them inconvenience, or expense, might have hesitated to come forward. We know that an extensive system of rebates was in operation on two of the principal railways (see par. 59) for a period of about three years, and yet up to the time when its existence was disclosed before the Railway and Canal Commission, nearly six months after the commencement of our Inquiry, not a single witness tendered evidence on the subject of these illegal practices.

Meehan, 26756–67.

Plews, 46204–32

Referring to the Irish railways generally, the representative of the Irish Reform Association complained that rates and fares did not receive sufficient attention from the Directors, and that while it was to the interest of the companies to develop traffic by affording proper facilities, their policy aimed rather at earning dividends than at promoting public interests and convenience. In his view, if the railway companies pleaded that the adoption of methods of administration—such as had been suggested during the course of our Inquiry—were incompatible with earning adequate dividends, then such an argument pointed to the necessity for a policy of unification, and to either State control or a State subsidy.

Wood, 10112.

39. Evidence on behalf of the Irish Cattle Traders' and Stock Owners' Association, and the South of Ireland Cattle Traders' Association, was given by the President of the former, by members of both bodies, and by individuals who are engaged in the business. Their chief complaints had reference to local rates, through rates, and through bookings, delays, equipment, and insurance.

With regard to local rates, the principal complaints were:—

(1) That on the Great Southern and Western system, where a regular service for the conveyance of cattle by day is not provided, dealers have occasionally to forward cattle by passenger train, at a charge of 33 per cent. above the ordinary rates.

O'Connor, 25728.

(2.) That in view of keen competition with foreign sources of supply, the ordinary rates are not only high, but to a large extent prohibitive. The representative of a firm of cattle traders in the south, whose traffic is entirely local, complained that the rates were very high, and urged that they should be substantially reduced. Another trader, whose business was confined to the Counties of Cork and Kerry, submitted that the rates were unsatisfactory, and quoted instances in support of his statement. High rates are the chief grievance of the trade.

25727–47, 25915, 25983.

Counihan, 27783–6.

O'Sullivan, 27261–73, 27342–7.

The Cattle Traders' Association considered that existing rates ought to be abated by about one-third, and suggested immediate reductions to this extent,

O'Connor, 25746, 25955, 25922.

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pending a final settlement of the Irish railway question. They advocated that any loss resulting from such an operation, should be made good to the companies by subsidy.

O'Connor, 25669–79.

(3.) That the charges for half wagon loads were too high. They asked for reductions from the present charge, namely, two-thirds of the full wagon rate, to one of five-eighths.

In reply to these complaints, it was stated :—

Neale, 48733–41.

(1) on behalf of the Great Southern and Western Company, that the bulk of live stock dealt with by the company was carried from fairs, by special trains, in daylight, but that cattle could not be sent from certain stations, for shipment on the same day, except by passenger train. The company do not wish to carry cattle by passenger train, as it tends to hamper the passenger service, and their object in imposing an additional charge of 33 per cent. is rather to discourage the practice, than to make a profit out of this particular traffic. The objection of the Midland Great Western Company to the conveyance of cattle by passenger train was not so strong, and their additional charge is only 25 per cent., while for cross-country traffic, or that from branch lines, where the goods train service would involve delays, cattle are carried by passenger train without any extra charge. We see no reason why the Great Southern and Western Company should make a higher charge than is imposed by the Midland Great Western Company under like circumstances and conditions.

Tatlow, 44407–9.

44432–3, 44915, 54840–3. Neale, 48911–24. Cowie, 51042.

(2) That the companies' ordinary cattle rates are not in themselves unreasonable, having regard to the services rendered.

Tatlow, 44812–4.

(3) That the existing charges on half-wagon loads are in accordance with the practice of British railway companies, and are reasonable, looking to the had loading, and to the weight of the wagon which has to be hauled, whether half or fully loaded.

Nagle, 29781.

40. With regard to through rates and through bookings, the South of Ireland Cattle Traders' Association complained that they were unable to make full use of the direct route from Cork for cross-channel traffic, and contended that freight from the South of Ireland *via* Cork ought to be cheaper than freight *via* Dublin, in view of the greater proportion which sea bears to land transit in the case of the former. It appears that the principal reason why through rates *via* Cork are not given, is that the English railway companies themselves run steamers from Waterford and Dublin to the English ports, so that in the case of traffic sent through either of these two ports, the English companies secure the additional advantage of carrying the traffic by sea : further, that negotiations between the Great Southern and Western and the Cork Steam Packet Companies had led to no result, owing to the railway company insisting upon getting the full amount of their local rates, though the steamship company were willing to abate their rate, and to agree to terms which would have made the through rate lower than the "sum of the locals."

29789–800.

Neale, 48837–46, 48930.

The answer of the Great Southern and Western Company was that the Cork Steam Packet Company had not seen their way to accept a scale of through rates offered to them ; that the absence of such rates *via* Cork did not involve inconvenience or loss to the cattle dealers ; and that Dublin, with its more numerous connections with British ports, afforded better transit facilities than Cork. The want of such facilities at the last-mentioned port is such that dealers in the South of Ireland, according to the evidence, appear to be unable to avail themselves of the natural outlet from their own district, and, compelled as they are to send cattle *via* Dublin, are deprived of the advantage of direct sea transit, while incidentally they lose the benefit of personally supervising the shipment of their stock.

Nagle, 29785.

With regard to delays and equipment, we were informed that delays were frequent, owing to defective train arrangements for conveyance of live stock. Instances of cattle, consigned to places not very far distant, being kept in the wagons or on the railway premises for twelve and thirteen hours, were given by a witness who stated, as the experience of the dealers, that on the occasion of fairs delays to cattle were caused by the railway companies' unsatisfactory regulations. Early special trains were despatched in good time, at the hours fixed for their departure, but later in the day, there was apt to be a scarcity of either wagons or engines, with the result that live stock were injured by being detained for hours on the railway premises. Another

Solater, 14503–8.

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witness complained that the service on the Great Southern and Western system was bad, that transit was slow, and that consignments of cattle had been occasionally detained as long as twenty-four hours, and others, repeatedly, for fourteen and fifteen hours; he admitted, however, that such long delays were exceptional. Counihan, 27772–7.

The President of the Cattle Traders' Association handed in a list of eighty-four complaints, extending from April, 1903, to October, 1906, which related chiefly to delays in transit, but included also some cases of alleged excessive rates, and of unsatisfactory train and loading facilities. A supplemental list of forty-one complaints, arising within the period from November, 1906, to July, 1908, was subsequently furnished. Both of these lists were forwarded to the railway companies, whose explanations, and also the text of the complaints, are printed in the minutes of evidence. Appendix 4, Fourth Report. Second Appendix, 26, Fourth Report. Appendix, Final Report, pp. 151–63.

41. The answers of the companies indicate a disposition to remove grievances, and to respond, as far as possible, to the requirements of the trade; and we are satisfied that the conveyance of live stock is better conducted now than it was in former years. A representative of the Cattle Traders' Association admitted that there had been a vast improvement, although much still remained to be done. The Superintending Travelling Inspector of the Department of Agriculture and Technical Instruction stated that whereas the Veterinary Department of the Privy Council—whose duties were transferred to the Department of Agriculture in 1899—used to receive numerous complaints of delays, such complaints were now seldom heard of, and that the railway companies endeavoured to forward cattle as soon as they could. This change for the better, he observed, was manifestly in the interest of the owners; indeed some of them had told him that the improvements had been so great that they could scarcely realise the change. He added that all the large railway companies looked very closely into the question of the speed of their live-stock shipping trains, and that special cattle trains from fairs travelled at an average speed of from twenty-five to thirty miles an hour, though delays occasionally occurred at the larger stations, when passenger trains, which had to be given priority, were running in the same direction. On the whole, in his opinion, there was not much to complain of in the matter of loading, unloading, supply of wagons, or, generally speaking, in the transit of cattle. These improved conditions were due partly to the action of the Department of Agriculture, and partly to the voluntary efforts of the railway companies. It should be mentioned that this question was specially considered by a Departmental Committee, appointed in 1897 by the English Board of Agriculture, with the concurrence of the Chief Secretary for Ireland. This Committee made a number of recommendations as to wagons, trains, and other matters affecting the conveyance of live-stock, with the object of ensuring that animals should be humanely and properly dealt with. We were informed that these recommendations had been fairly acted upon by the Irish railway companies, notwithstanding that the Department had no legal power to enforce some of the proposals. Tatlow, 54711. O'Connor, 25758–9. Prentice, 8980. 8982.

42. The Irish Industrial Development Association, incorporated in July 1906, which represents the manufacturers and traders of Ireland, submitted evidence relating to:— Riordan, 1401–2.

(1). internal rates,
(2). import rates,
(3). the attitude of the Irish railway companies in regard to their proportion of through import rates,
(4). the Railway and Canal Commission as a tribunal for settling disputes,
(5). the charges for small consignments of goods, as compared with the rates for large consignments,
(6). the cartage of goods by railway companies.

Of these subjects, 3, 4, and 6 are dealt with elsewhere, in paragraphs 31, 56, and 34.

With regard to (1) internal rates, the representative of the Association gave instances of rates which they considered excessive; he mentioned that woollen goods, sent from Cork to Drogheda, were taken by sea to Liverpool, and thence to Drogheda, instead of going direct by rail, the sea route being the cheaper of the two. This apparent anomaly is of course accounted for by the fact that in the one instance the route is entirely by sea, and in the other entirely by land. A Belfast manufacturer of soap powder, who had failed to obtain rates from the railway companies that would enable him to do business outside the Belfast district, stated that the rate was the same as that for soap, although the value of the latter was three times as great. 3485–500. 1403–6 3647–52.



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Plews, 46312–4. The witness for the Great Northern Railway Company stated in reply that, although soap powder is in Class 1, and is, consequently, subject to a higher charge than soap, the companies, notwithstanding that the article is offered in very small quantities, carry it at the soap rate [Class C.], plus five per cent. In regard to the traders' contention that soap powder is of less value than soap, the witness pointed out that rates could not be fixed on the *ad valorem* principle, which if adopted in this instance would make the rate higher, inasmuch as soap powder was in the same class as goods of four times its value. Another example given by the Association was the rate on cider, from Portadown to Londonderry, namely, 13*s.* 4*d.* per ton, which the witness contrasted with 7*s.* 6*d.*, the rate for porter, carried twice as far, from Dublin to Londonderry. The Association contended that lower rates would stimulate a new industry, and lead to an increase of traffic, but they admitted that consignments of cider were small, whereas porter was sent in truck-loads. They had apparently overlooked the fact that the low rate for porter was governed by the sea rate between Dublin and Londonderry, and that the Great Northern Company's rates, which had been quoted as excessive, included cartage at both ends, whilst the rates in the general classification were "station to station," only.

Riordan, 3534–7.

3551 As an example of delay on the part of the railway companies in fixing rates, the witness stated that through rates for the conveyance of ale from Tullamore to a number of towns in Ulster, were not conceded until two years and eight months after application had been made to the Great Southern and Western Railway Company. To this complaint the railway company made no answer.

1407 With reference to (2) import rates, which are said to favour imports to the prejudice of Irish industries, the same witness instanced the rate for bacon, 14*s.* 10*d.* per ton, from Cork to Tipperary, as compared with 14*s.* 4*d.*, the rate from Liverpool to Tipperary, *via* Cork, the railway route in both cases being the same: he also told us that slates are carried at through rates from Bangor, in North Wales, to towns in Ireland, but that the owners of a slate quarry in West Cork, who asked for rates from Skibbereen to Killarney, to enable them to open up business there, were refused, although the Association pressed the companies to reconsider their decision, with a view of assisting the development of an Irish industry.

1415.
3466–85.

Neale, 47634–8. The Traffic Manager of the Great Southern and Western Railway stated that the bacon rates were fixed many years ago, at a time when American bacon, sent *via* Liverpool to Irish stations, was of a quality very inferior to that of the Irish article, which latter commanded a good price in the Irish and English markets, and was then in very limited competition with continental bacon: the American was, in fact, the only kind within the means of poor people in Ireland, and it was a benefit to them to get it at the lowest possible price. American bacon is now nearly as good as Irish, which, moreover, has a formidable rival in the bacon imported from Denmark and other European countries. Further, the American article is packed in strong boxes, easy to handle and load, whereas Irish bacon is packed in bales, which are less easily handled and do not afford such good loading, the boxes themselves being so heavy, that out of every ton of goods carried, fully three cwt. is wood, while the coverings of the bales are comparatively light. Looking to the improvement which has taken place in the quality of American bacon, the railway companies contend that the rates should be increased, but the difficulty in raising a rate in operation is so great, owing to the provisions of the Railway and Canal Traffic Act of 1894, that the companies have not considered it advisable to make the attempt. In the other instance complained of, the railway witness told us that there are no through rates in operation between Bangor and stations on the Great Southern and Western system; that the slates in question were raised six or seven miles from Skibbereen, were carted to Clonakilty, conveyed thence by rail to Cork, carted across Cork, and despatched by rail to Killarney; that no considerable contract for slates in the Killarney district was likely to be made in the near future, and that the refusal to grant a through rate from Skibbereen was partly due to the fact that slates were raised at Killaloe, and at Carrick-on-Suir, and supplies were also forwarded from Cork and Tralee. The witness added that in all these cases the rates were upon the same basis as the Cork rate, and that the company therefore could not make any reduction, unless a case for exceptional treatment could be made out in favour of Skibbereen.

47650.

Tatlow 44803 With regard to (5), the complaint of the Association that the charges for small consignments were excessive, in comparison with those for large consignments, was met by the railway companies with the statement that the "smalls" rates were the same as on the Scotch and English railways. In the view of the Association, however, it is not so much that the "smalls" rates were unreasonably high, or that the railways derive

Riordan, 3893.

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any great profit from them, as that Irish trade being largely confined to small consignments, reductions are essential, if the industrial resources of the country are to be developed.

43. Our attention was directed to alleged high rates and want of facilities in connection with the fishing industry, which, though generally stagnant, had shown some improvement in respect of the export of cured herrings and mackerel. This improvement may be attributed mainly to the action of the Congested Districts Board, but largely also to the special arrangements and rates made by the railway companies with a view to facilitate the trade. The action of the Board in developing the West Coast fishing, would, we were informed, have had less success but for the active co-operation of the Midland Great Western Company. Green, 36522–6. 36531

The representative of the Inland Fisheries Board, Limerick, while admitting that the Great Southern and Western Company had facilitated the expeditious transit of fish from the Shannon, complained of high rates to the London market, quoting the rates on eels as an instance of an Irish export trade which suffers from competition with imports from Denmark into England. The rate for eels from Killaloe to London was 95*s.* per ton, as against 20*s.* from Esbjerg to London: the former, however, being a passenger train service *via* Dublin, and the latter a steamer service, coupled with an express rail connection, from Harwich. The witness, who is the lessee of the Shannon Eel Fisheries, stated that the expenses of the business, and the high railway rates, are such that he can do little more than meet his liabilities. He gave other examples of rates which he considered high, such as £5 per ton for salmon from Glynn or Limerick to London, and £5 10*s.* from Kilrush to London, as compared with 27*s.* from Denmark, and £3 10*s.* from Norway *via* Newcastle-on-Tyne. No explanation of these rates appears to have been given by the railway companies. Mackey, 23506–9. 23516.

Evidence was also given by the Manager of the Foyle and Bann Fisheries, who complained that for the last two years the carriage of salmon had been irregular and unsatisfactory, and attended with loss to the trade. Compensation had been claimed from the railway companies, but was refused on the ground that the traffic had been carried at owners' risk. Copies of correspondence between the witness and the railway companies are printed in the Appendix. The explanation of the railway company was that the delays were entirely on the English side, that they were mostly short, and that they were caused by the pressure of exceptional traffic. McDermott, 28491, 28591–7. Appendix 15, Third Report. Cowie, 51222–5.

A Burtonport trader stated that the local rates from that station to the interior of Ireland were so high, that fresh fish from English or Scotch ports could be sent to the same places almost as cheaply as from the neighbouring Donegal ports. Other witnesses from the same district informed us that the through rate between Burtonport and London, for salmon in 3-ton lots and upwards, was 6*d.* per cwt., and for smaller quantities was 3*d.* per cwt., higher than the rates from Wick to London, a much longer distance. O'Donnell, 43750. Sweeney, 14810–5.

The Great Northern Company's answer was that the Irish charges included cartage and transhipment, which manifestly formed no part of the Scotch rate. It was admitted that reductions in the Donegal fish rates were desirable, and had been proposed to the Lough Swilly Company early in 1907, but difficulties arose in allocating the respective proportions of the through rates between the two companies, and up to July 1908, when the evidence was given, no arrangement had been concluded. It is to be regretted that a proposal calculated to stimulate an important industry should have come to nothing, through what appear to us to be minor differences between two Irish companies, which ought not to be difficult of adjustment. Plews, 46483–5. 46497–9.

44. Correspondence which took place between the Great Northern Railway Company and the Board of Works in 1903-5, on the working of the fish traffic between Burtonport and London, will be found in the Appendix. Complaints of delay had been numerous, but it does not appear that the trade actually suffered, as arrangements were made by the Great Northern Company to secure the connections with the cross-channel steamers. The unsatisfactory working of the Burtonport Railway is fully dealt with in Part II. of our Report. [Para. 199]. At this point it is sufficient to say that the line was constructed out of public funds, primarily with a view to foster and develop the fishing industry of Donegal, and that since the matter came before us, there has been a decided improvement in its administration.(1) Second Appendix 3 (XXXII.), Fourth Report. Plews, 46512–4.

45. We received many complaints of the difficulty which the public have in obtaining information from the companies as to goods rates. Section 14 of the Regulation

(1) *Vide* Annual Report of the Commissioners of Public Works in Ireland, 1909, page 40.



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of Railways Act, 1873, requires railway companies to keep at their stations books containing "every rate for the time being charged for the carriage of traffic"; section 33 of the Railway and Canal Traffic Act, 1888, requires the publication by every railway company, at every station at which merchandise is dealt with, of a notice that the rate books required by law, "are open to public inspection, and that information as to any charge can be obtained on application to the secretary, or other officer"; and section 2 of the Railway and Canal Traffic Act, 1894, requires railway companies to keep the books, etc., containing particulars of the rates charged on 31st December 1892, open to inspection at their head offices. It does not, however, appear that the provisions of the law which we have just cited are generally known to traders in Ireland. Several witnesses spoke of the impossibility of ascertaining the Irish companies' proportion of cross-channel through rates, (a subject which we have already discussed in para. 31), and they referred to the reluctance of railway officials to supply information about rates, though one of them testified to the uniform courtesy of the officials. It has been made clear (par. 33) that so far as any through rates coming within Sec. 25 of the Railway and Canal Traffic Act of 1888 are concerned, the portion intended for each Company is required to be stated, and therefore it is probable that if the aggrieved persons had pressed their demands for these particulars, and if they had been able and willing to incur the cost and risk the liability of litigation before the Railway Commissioners, the analyses of the rates mentioned in the several applications to the companies would have been obtained. One witness complained that in reply to his written request for rate quotations, he was sometimes told that he could have access to the rate books if he visited the stations. Another, speaking of the difficulty which traders desirous of inspecting the station rate books experience, admitted that he had never made the attempt himself. A representative of the Belfast Chamber of Commerce stated that being anxious to make a comparison of rates from Londonderry and Belfast to certain interior stations, he asked the railway companies to furnish particulars. One complied with the request, but the representative of another "deliberately and coolly said he would not give them," and the witness, on pressing his demand, was told to go and see the rate books at the stations, a course which would have necessitated a visit to all those in the list. The representative of the Sligo Harbour Board complained that special rates between competing points are put in force without being recorded in the rate books. Such omissions are of course illegal, but they seem to have been not uncommon on several railways. The Department of Agriculture informed us on the 20th July 1908, that a comparison of rates obtained at the head offices, with those recorded in the books, at a number of stations, showed the following results:—

Stack, 8473.

Crumley, 1918.

Cooke, 11351.

Jackson, 3107.

Appendix 43 Final Report.

"(1). at head office (Westland Row), a record existed that a rate of 4*s*. 6*d*. per ton, in 6 ton loads, was in operation for oats, hay, straw (steam pressed), potatoes, barley, wheat, turnips, and mangolds, from Dublin and South Eastern stations to Harcourt Street. The rate books at the following stations contained no reference to such rate, viz., Wexford, Enniscorthy, Ferns, Aughrim, and Shillelagh.

"(2). Information at the head office (Great Southern and Western Railway), that Class B, 6 ton load rate, applied to round timber at any stations where such traffic was passing, unless a lower exceptional rate than Class B was in operation from the station. At the following stations—Templemore, Maryborough, and Abbeyleix—a traffic in round timber passes, but in the station rate books, Class B 6 ton load figure rates did not appear as applying to round timber.

"(3). At the head office (Midland Railway, Northern Counties Committee), a list of rates applicable to artificial manures, Indian corn, Indian meal, bran, pollard, and feeding stuffs, was issued to operate from the 23rd March 1896, to 31st December 1896, and was said to have been subsequently made permanent. On examining the rate books at the following stations—Maghera, Bellarina, Dunloy, Ballymena, Dungiven, Glarryford, Portrush, and Carrickfergus—there was no record to confirm the permanency of the list in question, but in one instance the list appeared to have been renewed up to 1908.'

Wood, 10180.

46. A number of witnesses complained that without expert knowledge of rates, no ordinary member of the public could understand the railway companies' books, much less the classification of goods, the maximum rates chargeable, or the special rates in actual operation. For this the companies are presumably not to blame, but it is nevertheless suggested that the present system is unsatisfactory. The Londonderry Harbour Commissioners stated that an analysis of certain local rates was refused by the railway companies, on the ground that the applicants were not interested, and the Newry Urban District Council complained that the Great Northern Company declined to furnish a list of rates, intimating that these particulars could be procured at the stations in the usual manner; a course which the Council were ultimately obliged to adopt. It was suggested by several witnesses that fuller particulars on the subject of rates might be given to the public, and that information might be made more accessible than it is under the present system.

Cooke, 11353.

Reid, 17320–1.

Carvill, 20781

Colhoun, 30589.
Shackleton, 55493.
Cooke, 11497.
Jackson, 3329.

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47. We now turn to complaints made with regard to fares and facilities for passengere. The Irish Commercial Travellers, represented by four Aseociations, namely, the Irish, the North and West of Ireland, the Cork and South of Ireland, and the United Kingdom, gave evidence with regard to passenger fares. The witness for the Irish Association, who also spoke on behalf of the North and West of Ireland Association, prefaced his observations hy remarking that the Associations were not animated by any feelings of hostility to the railway companies, whom they looked upon as the victims of a system which ought to be ohanged. He complained that second class fares on the Irish railways were from 50 to 84 per cent. above third class fares, as compared with a difference of only 15 to 28 per cent. on the London and North Western Railway. He suhmitted that the high second class faree were a hardship on paseengers who travelled so much as the members of the Association, and he handed in tables, which are printed in the Minutes of Evidence, showing the difference between second and third class fares in England, as compared with the much greater difference between the corresponding fares in Ireland. In the view of the Associations, a reduction of the second class fares to the average English standard would not only be a boon to the travelling public, but would prove remunerative to the railway companies. A similar opinion was expressed by the representative of the United Kingdom Association, who thought that 90 per cent. of the commercial travellers in Ireland would travel eecond class if reasonable fares were given, and suggested that this was a matter which the companies would do well to consider, apart from any question of amalgamation. A witness also referred to the bad connection between passenger trains on the various syetems, and to the serious inconvenience caused to the public through vexatious delays at junction stations. Five junctions were specified, and particular mention was made of Collooney, where the Great Southern, Midland Great Western, and Sligo, Leitrim and Northern Counties Railways meet, though each of the three has its own separate station and staff. Several trains which fail to connect at Collooney, were mentioned as examples of the inconvenience which, in some instances at least, could, we think, be removed by a better understanding between the companies concerned. Although Collooney wae quoted as an extreme case, other jmctions where similar delays occur were mentioned by the representativee of two of the Associations. The complaints of these witnesses appear to be borne out by the time tables in force when the evidence was given.

Preston, 27672-3.
27532-3
27549.
Sixsmith, 9028.
Preston, 27541.
27545-7.
27578.
O'Sullivan, 31416.

Our attention was also called to the insufficienoy of the train service in the South, and to the hardship entailed by the exclusion of local third class passengere from the limited mail trains on the Great Northern Railway, between Dublin and Belfast. These trains have no third class carriages, and we were told that while local third class passengers can only travel by them on payment of the difference between second and third clase fares, cross-channel passengers, with through third class tickets, and tourists with third class tickets, are allowed to travel without extra charge. This anomaly, the Association urged, should be redressed by making all mail trains available for third class passengers. Questioned as to the peculiarity of this exception to the general rule, the General Manager of the Great Northern Railway informed us that his company had been obliged to make the restriction in order to keep their contract with the Postmaster-General, as otherwise the trains would become so loaded with passengers, particularly between Belfast and Portadown, that they could not be run within the contract time: he added that his Directors had considered the matter very carefully, and had come to the conclusion that if the trains referred to were thrown open to all passengers, the mail connections would be jeopardised. On this point we would obeerve that inasmuch as the other railway companies in Ireland, and all those in Great Britain, have provided third class accommodation in practically all trains on their eystems, we find it difficult to understand why the Great Northern Company should be unable to do the eame.

31426.
Graham, 9276.
Plews 45697-706.

48. Lord Frederic Hamilton, who did not wish to give evidence, complained in writing that train arrangements in Ireland appeared to be made on the supposition that Dublin was the only objective point for travellers, and that each railway wae complete in itself, instead of being regarded as part of a system designed to facilitate communication between all parts of the country. He pointed out that there was no through connection between the Great Northern and the Great Southern and Western Railways, and that passengere between Belfast and Cork or Killarney were obliged to wait a considerable time in Dublin. He referred to the uncertainty of the connection between Dublin and the Larne and Stranraer cross-channel eervice *via* Belfast,

Appendix 17, Third Report

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the unsatisfactory service between Londonderry and the West *via* Claremorris, Collooney, and Enniskillen; and the want of good connections between certain trains on the Great Northern, and Dublin and South Eastern Railways. The replies of the Companies are printed in the appendix.

Appendix 17, Third Report.

The General Manager of the Great Northern Company stated that the passenger traffic between the North and South of Ireland was very small, in proof of which he mentioned that in July 1907, only forty-two passengers were booked from all stations on their system to Cork and Killarney, or an average of less than two passengers per day in the height of the tourist season; in other months there would not be half that number. He also observed that the train service was drawn up with a view to meet general requirements, and to afford the maximum of accommodation to the public, and, therefore, that it was not desirable to inconvenience large numbers of local people for the benefit of an occasional through passenger. The Dublin and South-Eastern Company explained that passengers from Amiens-street, if unable through want of connection, to travel *via* Westland Row, could by driving to Harcourt-street avail themselves of an alternative route *via* Bray. The Midland (Northern Counties Committee) said that the cross-channel service *via* Larne was worked under agreement with the Postmaster-General, and that the hour of departure from Belfast was governed by the necessity of making connection with English and Scotch trains. The Midland Great Western Company admitted that the time occupied in the through journey between the North and the West was considerable, but pointed out that there were very few passengers, that the trains had to be arranged to give the best service to and from Dublin, and that the convenience of the greatest number of passengers must be their chief consideration. They added, that while it had always been their aim to make connections, where practicable, with other railways, Dublin, although not of course the only objective point for travellers, must be regarded as their chief objective, just as London is in England.

49. We think that, even in existing conditions, train connections at junctions might well be improved, by suitable adjustments in the time tables of the different companies, although such a result could be still better attained if the systems were worked as a unified system. In some cases connections exist which are not fully utilised. For example, through services between the Great Northern and the Great Southern and Western Railways could easily be established by means of the Drumcondra Link Line, which connects the Dublin termini of the two railways, and at present is only used for mails, cross-channel passengers, and goods. The Managing Director of the City of Dublin Steam Packet Company furnished us with a statement in which he drew attention to the fact that a local service between Amiens-street and Kingsbridge Stations, established on the completion of the line in December 1906, had been withdrawn. The Traffic Manager of the Great Southern and Western Railway told us that, when the company undertook the construction of the link line, they anticipated a development of local passenger traffic. They ran local trains for six months, but the competition of the Dublin tramways was so great that the number of passengers per train averaged no more than 1·5, and the company, finding that the public were not using the trains, withdrew the service and closed the stations. The Managing Director of the Steam Packet Company when giving evidence, complained that although one of the objects of the link line had been the acceleration of the mail service between Kingstown and Queenstown, no acceleration had in fact taken place. The representative of the railway admitted that acceleration was possible, and had indeed been promised by a former Chairman of his company, but it had been found that the existing arrangements suited the general convenience, and that an hour of departure from Kingsbridge earlier than 6.40 a.m. would not be acceptable to local passengers leaving Dublin for the South.

Appendix 36, Second Report.

Neale 48325.

Watson, 21649 a.

Appendix 29, Second Report.

Neale 48627–47.

Another connection in Dublin, of which use might possibly be made for the interchange of passengers between the Great Northern and the Midland Great Western Railways, is the line between Amiens street Station and Liffey Junction. At present this line is used mainly for goods traffic.

In these, and in many other ways, improvements in the train service could be made under unified working, because apart from the evidently greater practicability in a single system of recasting train arrangements to suit connections such as those just mentioned, the question of profit or loss, *per se*, in each particular case, would not be the primary consideration, but rather the benefit and convenience of the travelling public. The Irish Railway Companies, in the interests of their shareholders carefully count the cost

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of each proposed improvement, and often reject proposals which, though likely to benefit the country, could not be carried out except at loss.

50. The scarcity of stations was another subject of complaint, both in evidence and by way of memorials. One of such complaints related to a station at Mountjoy, near Omagh, on the Great Northern Railway, which had been closed many years ago, because the receipts failed to cover the expenses. Correspondence on the subject, extending over a long period, shows that repeated efforts were made by the people of the district to procure the re-opening of the station, the nearest stations on either side being nearly ten miles apart. An Omagh manufacturer also told us that public meetings had been held, with the same object, but to no effect. The General Manager of the Railway stated that the subject had been frequently before his Directors, but that in their opinion the district could not support an additional station.

Hamilton 39624–59.

Appendix 10 Fourth Report.

McLoughlin, 32417–22.

Plews, 46924.

51. The desire for a new station on the Great Southern and Western Railway, midway between Kildare and Athy, which are fifteen miles apart, was pressed on our attention by correspondence. We were informed that the inhabitants of Cush had repeatedly asked for a station at that place, but that ultimately the Directors had decided in favour of providing one at Kildangan, two miles from Cush, as being in their opinion a more suitable place. They had personally visited both places, and we have no reason to doubt the wisdom of their selection. In the circumstances, we consider that in providing a new station, possibly at some risk of loss to themselves, the Company showed their desire to meet the requirements of the locality.

Appendix 35, Second Report.

Neale, 48969.

52. Two other districts served by the same railway made representations with respect to the provision of new stations. The people of Bruff, Kilmallock, and Kilfinane, County Limerick, had asked the company to provide a station at Ballinscaula Bridge, between Kilmallock and Knocklong, which are seven miles apart; and the farmers of Glenflesk district, County Kerry, with the support of the County and District Councils, asked for a station at Glenflesk, on the Headfort and Kenmare branch, between two stations six miles apart. In each case a memorial was presented to the Directors, praying for the erection of a station, and in each case the request was refused, on the ground that the probable traffic would not warrant the company in going to the expense. The Secretary of the Ballyhay Dairy Company charged the Great Southern and Western Company with a breach of faith in failing to fulfil a promise to erect a station at Ballycoskerry, midway between Charleville and Buttevant, two stations which are eight miles apart. The charge was based upon a letter, dated September 1900, from the railway company, intimating in reply to several petitions from the district, that the Directors had sanctioned the erection of a block station at the place named in the petition, and that no time would be lost in carrying out the work. Nothing was, however, done, and a year later the Department of Agriculture intervened at the request of the district. In response to their representations the railway company explained that it had never been their intention to erect a station at Ballycoskerry, as the Directors were not prepared to incur the expenditure of £2,000, which such a project would have entailed. There had, they said, been a misunderstanding, arising out of a clerical error, the Directors having ordered the erection of a "block cabin," and the words "block station" having been used by mistake in a letter addressed to the petitioners. We are bound to say that we fail to see how the erection of a "block-cabin" for signalling purposes could be regarded as a concession to the district. The position of the Company as to the erection of new stations was clearly defined by their witness, who stated that his Company would not provide a station at any serious loss unless it would be a convenience to themselves.

Appendix 9 Fourth Report.

Appendix 34, Final Report.

Walsh, 31807–13.

31814–5.

Neale, 48948–68.

48974

53. Many complaints relating to charges on merchandise and live stock, want of through goods rates, inequality of local rates, unsatisfactory train services, and other matters, made to us in writing, were dealt with by correspondence with the railway companies. In some cases the complainants appeared before us, but, more generally, those who failed to obtain satisfaction through our intervention, either made no comment on the explanations furnished by the companies, or forwarded further statements, which, together with the observations of the companies thereon, are included in the Appendix. Of 77 complaints which we considered sufficiently important to be communicated to the companies, 27 were admitted to call for redress, and we were enabled to advise the complainants of the steps taken to give them satisfaction. In 11 of these cases reduced rates were allowed; in 9 refunds of freight charges were granted; in 2 through cross-

Appendix 31 Third Report.

Appendix 22, Fourth Report.

Appendix 23, Fourth Report.

Second Appendix 13, Fourth Report.

Appendix 32, Final Report.

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channel rates for agricultural produce were arranged; in 2 improved passenger trsin connections were given; in 1 an improved goods train service for shipping merchandise was promised; in 1 compensation for delay to live stock in transit was paid; and in 1 cheap tickets for a special purpose were put into operation. The railway companies concerned were the Great Southern and Western, the Great Northern, the Midland Great Western, and the Dublin and Sonth Eastern. In the remaining 50 cases, which affected seven Irish railways in addition to the four lines just referred to, the circumstances were likewise inquired into, and the reply of the railway company on each was communicated to the complainant. Complaints in respect of which no concessions were granted comprised 16 of excessive rates, 13 of unsatisfactory train service and connections, 3 of want of new railway stations, 8 of matters arising out of the transit of goods, 2 of want of through rates, 2 of insufficient wagon supply, 3 of passenger fares, 2 of ratee for horses, and 2 of rebates. In several cases the parties were satisfied, and tendered their thanks for our assistance.

54. In this connection our attention has been drawn to the method provided by the Railway and Canal Traffic Act of 1888 for dealing with complaints. Section 31 furnishes traders with simple and inexpensive means of bringing complaints of unreasonable treatment by rsilway companies before the Board of Trade, who thereupon communicate with the companies concerned with a view to obtaining redress of grievances, should a *prima facie* case be made ont. Failing a satisfactory settlement by correspondence, a meeting, presided over by an officer of the Board, can, with the consent of both parties, be held betweeu the trader and representatives of the railway companies, at the Board of Trade, for the purpose of discussing the matter in dispnte. Such meetings are frequently held, and often lead to the settlement of differences, which previous correspondence had failed to adjnst. The parties are seldom represented hy counsel, no fees are charged, and, as a rule, the cost to the trader is limited to the expense of appearing before the Board. Though much availed of hy traders in England, the procedure appears to be little known in Ireland and witnesses whom we questioned on the suhject seemed to be unaware of the assistance which the Board is prepared to render, of the success which often attends their efforts, or even of the very existence of the conciliation section of the Act. A list, which will be found in the Appendix, shows that no more than 66 complaints were received from Ireland, in the seven years from 1902 to 1908. The fact that 25 of these were made in 1907 is possibly due to attention having been drawn to this method of settling disputes, by the publication of the evidence given before us.

Appendix, First Report, pp. 148 to 152.

Appendix 22, Final Report.

55. More use might perhaps be made of this procedure if it were administered hy an Irish department instead of by the Board of Trade. In the event of failure to bring about a settlement by correspondence, the expense of a journey to London would generally be prohibitive to an Irish trader; indeed there has only heen one meeting at the Board of Trade, in connection with complaints from Ireland, in recent years. We were informed by eeveral witnesses that Irish traders would be more disposed to submit their grievances to a public department—familiar to them through its operations in the country—than to the Board of Trade, which, having no office in Ireland, is apt to be regarded as an inaccessible abstraction. We accordingly suggest that, pending the carrying out of proposals of unification, steps might he taken to transfer the conciliation powers exercised by the Board of Trade, so far as they apply to complaints originating in Ireland, to the Department of Agriculture and Technical Instruction, with the proviso that the jurisdiction of the Board of Trade in regard to such complaints should cease, and that there should be no appeal from one department to the other. We are further of opinion that should such a transfer be carried into effect, the Department of Agriculture might be empowered to depute competent officers to hold local meetings, at which traders and representatives of the railway companies might be invited to discuss matters in dispute, with a view of sparing traders the expense of travelling to Dublin. Judging by the experience of the procedure in England, and the good effects which have attended the conciliation meetings, we helieve that many disputes might he settled in this way. Even when differences were not found capable of adjustment, the mere fact of bringing the parties face to face would tend to dissipate misunderstandings. We think that the officers of the Department, who, we understand, are in the habit of travelling about Ireland, might give valuable assistance in this and other ways to the poorer class of traders. They might, for instance, be instructed to help them in ascertaining railway rates, to advise them as to the best markets for their produce, and to befriend them in their dealings with the railway companies.

Wood, 10190–6.
Field, 13393–6.
Ballantine, 16912, 16978.
Watson, 21962–4.
Mackey, 23648-56.
Lindsay, 24009-14

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56. Another question which has been brought before us by the Irish Industrial Development Association and other public bodies, is the need for some tribunal of a less expensive and formal character than the Railway and Canal Commission, for the determination of complaints arising under the Railway and Canal Traffic Acts with regard to rates, charges, and other matters. The demand for such a tribunal is not confined to Ireland, and we observe that the subject engaged the attention of the Railway Conference appointed by the Board of Trade in February 1908, which reported in May 1909. The following extract from their Report indicates the conclusions at which they arrived :—

Riordan, 1402, 3799–820. Shackleton, 878–9. Power, 2483–4. Cooke, 11585–7. Gibson, 26076. Ball, 37491. Heyn, 10878. Field, 13092–4. Currie, 13680–91. Nagle, 29602–3. Shea, 41883.

> "It was suggested that the proceedings before the Railway and Canal Commission were costly, and that the procedure was framed too much upon formal judicial lines. The representatives of the railways, while deprecating an appeal to any popularly elected body in matters which arise under statutory provisions, and which might vitally affect their financial position, were not unwilling to agree to some modification of the procedure in connection with the Railway and Canal Commission Court, which would have the effect of lessening expenses in the smaller cases, and introducing, if necessary, an outside element, and they suggested that the object of the traders might be attained by a preliminary procedure before the Registrar to the Commissioners, who, if desired, might receive the assistance of assessors, and whose decisions should be final, if so agreed; the whole procedure to be of a more informal character, following the practice of the Commercial Court, which has proved so successful in the High Court of Justice.
>
> "After communication with the Registrar, the Conference has agreed to recommend, with certain emendations, this modified procedure, in the hope that it may result in the establishment of a cheap and satisfactory tribunal for the settlement of many of the questions arising between railway companies and traders."

The suggestions of the Conference are set out in detail in the Report, and for convenience of reference we give them in the Appendix. We conclude that this simplified procedure would be open to Irish traders, no less than to those of other parts of the United Kingdom, and, should it be adopted, we trust that the Registrar would visit Ireland from time to time, for the purpose of dealing with complaints.

Appendix 24, Final Report

We are of opinion that the adoption of these measures would be of value as a means of dealing with complaints of want of facilities and unreasonable treatment, but we do not pretend that they would provide a solution of the Irish railway problem. The trend of the evidence which has been presented is, that the development and expansion of the agricultural and industrial capabilities of Ireland are hindered and restricted by the fact that railway rates, whether for internal trade or for export, are fixed on a higher scale than the rates for the conveyance of goods which either compete with Irish products in home or British markets, or with which Irish goods might compete were the conditions more favourable. We think that the disadvantages under which Ireland labours in this respect can only be met by recasting the railway system as a whole, and while we do not underestimate the importance of improving the procedure, we do not regard the improvements which we are now suggesting as more than a partial remedy.

57. At the outset of our inquiry we issued circulars indicating specific points upon which we desired to receive evidence. The first systematic attempt to collect information relating to Irish trade and industries, was made by the Department of Agriculture and Technical Instruction some years ago, but it was not until 1906 that the result of their labours in respect of the year 1904, was made known by the publication of the first of a series of valuable statistical reports, which have since been issued annually. Had we been in earlier possession of the information which these reports contain, our circulars might possibly have been framed somewhat differently. In regard to many of the complaints not specifically referred to herein, satisfactory explanations were given by the railway companies, others related to a state of things which has since passed away, some had no foundation, and not a few were unimportant. While satisfied that complaints were well-founded as a rule, and made in good faith—especially such as were put before us by the Irish Reform Association, the Irish Industrial Development Association, the Cattle Traders' Associations and other public bodies—we cannot but feel that their number would have been smaller if some of the witnesses had been better informed, and if others had taken more pains to verify their statements. It is, however, due to them, to say that inaccuracies may sometimes be accounted for by the complication of details, by the want of methodical records of transactions, by the lapse of time between occurrences and complaints, and by the difficulty which traders have occasionally had in obtaining complete information from the Companies.

Appendix, Final Report, pp. v. and vi.

58. In considering the management of the Irish railways generally, apart from specific complaints, a number of representative witnesses have called our attention to several matters affecting the cost of transit, which we now proceed to discuss.



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## IX.—Rebates.

59. A large number of witnesses, some twenty-five in all, not counting representatives of the railway companies, have given evidence on the subject of rebates. We find their evidence difficult to deal with. One reason is that the witnesses use the word rebate in a very indefinite sense. One witness describes as a rebate what is apparently nothing more than a reduction of a competitive rate, made, moreover, not in Ireland, but on the English part of the route. Another describes as a rebate a rate given for 100-ton lots, though this would be more accurately called a special rate. A third witness asserts the existence of "lots of rebates," and gives as an instance free passes to London given to a trader. These passes, according to the general manager of the company concerned, were given to enable the gentleman in question to appear as a witness before a Parliamentary Committee, on behalf of the railway company. But in any case a free pass is not a rebate. Another witness treated traders' tickets as a sort of rebate.

Stokes, 6551.
Currie, 13653.
Feely, 30335.
Plews, 30420.

Another difficulty that we have had, has lain in the fact that witnesses who assert the existence of definite rebates, secretly given to individual traders, have failed to give any precise information. Sometimes they have told us that they had no evidence. In other instances they have asserted that they could give precise information, but have refused to do so lest the railway company should withdraw the commission from the person who was alleged to be receiving it; and this they have done in some cases even though the witness came before us as the representative of a public authority, and fully appreciated what was pointed out to him, that if a rebate was being given secretly to one man which his competitors did not enjoy, it was a public duty to put an end to a practice that was not only illegal but immoral. We think the position of the witnesses who complained is fairly represented by the Rev. Joseph Meehan, who told us that "the pretty extensive existence of rebates admits, I am persuaded, of no reasonable doubt," and by the former General Manager of the Donegal Railway, who stated in effect that the thing had been bad, was better, but was not cured.

Appendix 9, Third Report.
Livesey, 34853.

60. Failing to obtain precise evidence from the public, we examined the managers of the various companies very fully on the subject, and the result has been to convince us that, although there has been ground for the charge that rebates have been illegally given, the granting of rebates does not exist as a general practice at the present moment. Further, that where rebates have been given, and not entered in the rate book—which, of course, is entirely and admittedly illegal—they have been usually given, or at least intended to be given, alike to all whose circumstances were the same. To take one instance. We were told that a rebate was given on coal at Lisbellaw station. The General Manager of the Great Northern Railway explained that at this station there was one woollen factory, and to this factory a discount of 6*d.* per ton, off the rate charged to other people for coal for domestic use, was given on furnace coal, and that there was no other factory at that place to which a similar discount could be applied. Speaking generally of his line as a whole, this witness assured us that no rebate could be given by anybody without his sanction; that he had sanctioned none, and that all his rebates were in the rate book, and available to everyone alike. The Manager of the Midland Great Western admitted that rebates had been given on bricks, in minimum quantities of 8,000 tons in the year, and that this rebate had not been put in the rate book. But he pointed out that there was no other possible competitor at the station where the rebate applied. The Manager of the Belfast and County Down flatly denied the existence of any rebate. The Manager of the Midland Railway (Northern Counties Committee) admitted that both his company and the Great Northern gave a rebate of 4*d.* per ton on coal from Belfast to Cookstown off the rate book rate of 5*s.*, and acknowledged that the discount was not in the rate book; but he assured us that it was advised to every trader, and confessed that the two companies have been "very foolish" in their action.

Johnston, 32945.
Plews, 46870.
30420.
Tatlow 45477.
Moore, 51937.
Cowie, 50959.

61. However, there is no necessity for us to dwell upon want of precision, on the part of witnesses, in defining the term "rebate," or in giving information as to particular facts; neither need we pause upon small, isolated cases, or minutely scrutinise contradictions. Such analysis is rendered superfluous by the evidence in connection with the recent competition between the Great Southern and Western and the Dublin and South Eastern Companies, for traffic from the district between Waterford and Limerick. This matter had already come before the Court of the Railway and Canal Commission. Briefly, it

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was acknowledged that for a period of upwards of two years both these companies gave rebates in a wholesale way on through traffic to England. Apparently traders were charged the full rate in the first instance, and the amount of the rebate was subsequently refunded, either by cheque or in cash, to such traders as were important enough to have ledger accounts. Whether the smaller traders who had no ledger accounts, ever got a refund, we cannot say. The General Manager of the South Eastern admitted that these rebates were never in his rate books. The Traffic Manager of the Great Southern and Western said his rebates were in the book, to which the General Manager of the South Eastern replied that they were on loose sheets, folded up and tucked in at the back of the book, where no trader could possibly find them. But we think it fair to state that probably all the traders concerned came to know of their existence, so that publicity was ultimately secured, though the provisions of the Acts of Parliament passed with that object were absolutely ignored.

Reid, 52992–4.
53008.
Neale, 48978.
Reid, 52975.

62. This extensive system of unrecorded, or not duly recorded, rebates, had been in operation for a year or two before the opening of our Inquiry. The case did not come on in the Railway Commission Court until several months after we began to take evidence, but during that considerable period no evidence of the existence of the system was given, or tendered. Indeed, though the general subject of rebates was often much discussed; and general allegations were occasionally made; no statement or hint of the prevalence of rebates, in the cases of these two companies, reached us from any quarter. This experience disposes of the question whether absence of evidence, in the matter of rebates, can be regarded as a proof, or even as an indication, that rebates do not, in fact, prevail. It is clear that those who are in receipt of rebates will not admit the public to their confidence, and but for the circumstance that a long-continued competition for traffic between two railway companies broke out at last into open litigation, we probably should have got no nearer to the facts, as to the existence of rebates, than we were enabled to get by the light of mere general statements, or surmises, on the part of witnesses, none of whom claimed to have any first-hand knowledge. Obviously, competition for traffic—(and cross-channel traffic may be said to be all competitive)—between commercial Companies, working for profit, has a tendency to develop the use of rebates which may remain private by being unrecorded, and which may be differential and consequently unfair. On the other hand, whatever may be disputable in regard to the merit of unification, one thing at least is absolutely clear, that the creation of a unified system of Irish lines would finally put an end to rebates, by substituting unity for plurality of transit interests.

Neale, 48999–49009.

## X.—Temporary and Special Rates.

63. Closely allied with the question of rebates is that of temporary rates. Cases were brought to our notice in which Irish railway companies lowered their rates, with the object of crushing the competition of coastal steamers. A steamer, for example, had been put on recently between Dundalk and Dublin; the railway rate of 19*s.* for drapery was thereupon reduced to the steamer rate of 11*s.* 8*d.*, with the result that the railway company retained the traffic, and the steamer failed to pay its way. As soon as the latter was withdrawn the railway rate was restored to something not much below its former level. Competition of this kind may of course arise in any other part of the United Kingdom as well as in Ireland, and so long as the Irish railways remain private commercial undertakings, like those of Great Britain, we are not prepared to recommend that they should be debarred from meeting steamship competition. But while we are not disposed to make any definite recommendation on the subject, we yet think that the matter is one that requires serious consideration, and we question whether it should be possible for railway companies, without any supervision by the State, to make rates intended, not to meet, but to crush competition, and then to withdraw them when the competition has ceased. Such instances are, however, rare, and if they occur the action of the railway company in raising the rate, is always open to challenge before the Railway and Canal Commission.

M'Colgan 15502–9.
Murphy, 39684.
Hill, 32038–44.
Ball, 37225–42.
Hanna, 9450.

We find that there are a great many so-called temporary rates in Ireland, and that they are, not infrequently, expressed to last till the 31st December next ensuing, but before that date arrives, they are again issued, as temporary rates, to operate from the 1st of January till the following 31st of December. In this way, though described as "temporary," they may, in fact, be kept in force for a series of years. Such a so-called "temporary" rate is, moreover, not entered in the rate book but is written on a separate

Plews, 46621A.
Shackleton, 55493–5.
MacNulty, 55397.
Plews, 46563–5, 46875.
Shackleton, 897.



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Second Appendix, Fourth Report, 46572–7.

piece of paper and is gummed into the book. If the rate is withdrawn the paper is torn out, and the record of the rate disappears. We are advised that the withdrawal of a temporary rate is an indirect increase of rate, and as such is contrary to the provisions of the Railway and Canal Traffic Act of 1894. It is, therefore, improper that the railway companies should resort to a practice, which has the effect of destroying the evidence of the previous existence of the lower rate. We were told that a similar practice is followed by English companies, in cases where a special rate is given for specific traffic of a temporary nature, such as the cutting of a large wood, or the construction of some great engineering work. The Irish companies, as we have said, adopt this method habitually, in the case of rates that are really not temporary, and we think that the practice is one which ought to be stopped.

Reid, 53168
Tatlow, 44467, 45129–35, 54944.
Neale, 49282.
Cowie, 51263.
Spence, 52848.
Tatlow, 44444, 44449–50.

64. Another matter brought under our notice, was the system of special rates in operation on the Irish railways, and the modifications of the Statutory Classification adopted by the companies. We gather that where traffic actually passes, the ordinary class rates are generally superseded, as in Great Britain, by special rates, which apply to about 80 per cent. of the whole traffic. In the case of one company the percentage was stated to reach 90, while in another it was only 70. Substantial modifications of the Statutory Classification have also been adopted by the Irish companies for certain commodities. Such modifications have not been made by British companies, nor do they apply to through traffic between Ireland and Great Britain. It appears, however, that in fixing a through cross-channel rate the Irish local rate brought into the calculation is the actual rate of the modified class. Whether a mixed system of special rates and modifications of class is more beneficial to the public than a system of special rates only would depend, of course, on the quantum of reduction allowed in either case.

## XI.—Rates Affected by the Great Southern and Western Amalgamation Act of 1900.

Shaw, 2707–8.
Westropp, 21453–65.
M'Cowen, 17379–402.
Dale, 22161–209.
Meehan, 40227–52
Shea, 41885.

65. We have had evidence to show that the amalgamation of the Waterford and Limerick and the Waterford and Central Ireland Railways with the Great Southern and Western system has been generally advantageous to the country, although in some cases it has produced anomalies, if not actual injustice. We refrain from discussing the influence which the amalgamations have had on the competition for cross-channel traffic, as the subject, which has already been before the Railway and Canal Commission, may possibly lead to further litigation. But we desire to call attention to the fact that, prior to amalgamation, the Waterford and Limerick—a struggling company—had made exceptionally low charges, in the form either of open rates or of rebates, which, whether in the rate books or not, were, we believe, generally known and available, in like circumstances, to all customers. We had evidence, moreover, that during the prolonged negotiations which led up to amalgamation, the support of the local authorities and principal traders of the districts served by the Waterford and Limerick line had, in many instances, been secured by the concession of rates much lower than those previously charged for the conveyance of certain commodities from Dublin to Tralee, Killarney, and other stations. Reductions of rates were also given, for similar traffic, from Cork to the same places, but, presumably owing to the Great Southern and Western Company having no opposition to overcome, when dealing with their own system, the reductions were wholly disproportionate to those given to Dublin. To quote only one example, while the rate for porter, in quantities of less than 6 tons, from Dublin to Trales, a distance of 205 miles, was reduced from 17*s.* 6*d.* to 12*s.* 6*d.* a ton, the rate from Cork to Tralee, a distance of 82 miles, remained at the old figure of 10*s.* 10*d.*, except for quantities of 3 tons and upwards, for which a reduced rate of 7*s.* 6*d.* was given. Similarly, while a reduced rate of 12*s.* 6*d.* was charged for porter from Dublin to Killarney, a distance of 184 miles, a rate of 10*s.* was charged from Cork to Killarney, just one-third of the distance.

Moloney, 8136–44.
Tierney, 29165–75.
Kelly, 42537.
Dale, 22165–22202.

66. The representative of the railway company admitted the hardship, but said his company was unable to deal with it, on two grounds — firstly, because the lowering of the Cork rates, which were reasonable in themselves, would involve a general

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reduction of rates over the whole system, a course which the company could not entertain, and secondly, that although the Dublin rates were much too low, the Amalgamation Act expressly forbade the raising of any rate in existence on any of the amalgamated lines at the date of the passing of the Act, without the consent of the Railway and Canal Commission. An appeal to the Commission had been made by the railway company within a year of the Act coming into force, but, although supported by Messrs. Arthur Guinness, Sons, and Company, the Court had refused to sanction the raising of the Dublin rate.

Neale, 48669–79.

Dale, 22266.

67. A written statement submitted by a representative trader in the County Kerry, showed that although certain places, such as Tralee, Killarney, Killorglin, and Dingle, enjoyed the benefit of exceptionally low rates from Dublin, similar rates did not apply to others. For instance, while the rate for porter from Dublin to Tralee, a distance of 205 miles, is 12*s.* 6*d.*, the rate to Cahirciveen, only 23 miles further, is 17*s.* 6*d.*, and this in spite of repeated verbal assurances, said to have been given by the agents of the Great Southern and Western Company, that all stations in Kerry would be placed on the same footing, and that no inequality of treatment need be feared. The correspondence shows that the railway company deny having made any promises in writing, but while this is doubtless correct, it was, we believe, common knowledge at the time that pledges of a more or less indefinite character were freely given by the agents of the company. Be this as it may, we think there is a substantial grievance in the preferential treatment accorded to some places as compared with others.

Appendix 32, Final Report.

## XII.—Suggested Reductions of Rates by the Payment of Subsidies.

68. It has been frequently suggested to us that reductions in railway rates for goods might be brought about by the payment of subsidies to the companies. The Enniskillen Urban District Council advocated a reduction in rates by means of a Government subsidy. The Limerick Chamber of Commerce approved of a proposal contained in Mr. Childers' Draft Report (Financial Relations Commission, 1896), that a State subsidy should be paid to Ireland, for the purpose (amongst others) of reducing railway rates and fares by 50 per cent. The Dublin Chamber of Commerce submitted a proposal for State aid towards the reduction of goods rates. Similar proposals were put forward on behalf of the Sligo Harbour Commissioners; the Galway Harbour Commissioners; the Down County Council; the Irish Agricultural Organisation Society; the South of Ireland Butter Merchants' Association; and others. The representative of the Waterford County Council suggested that the Income Tax—the levying of which in Ireland, he contended is contrary to the Act of Union—should be devoted to subsidising Irish railways, so that goods could be carried at rates sufficiently low to admit of successful competition with foreign trade. The Belfast Chamber of Commerce, who considered that it should be "obligatory on railways to carry home produce on local rates equivalent to those charged for the conveyance of imported goods at through rates for equal distances," supported a modified form of State subsidy to relieve transit charges, for the benefit of small traders. The Tipperary Farmers' Association suggested that, pending unification and control by a national authority, the Government should subsidise Irish agricultural products. The Secretary of the Congested Districts Board suggested that the Government might give subsidies in the case of industries the development of which necessitated specially reduced rates. This principle was also supported by the representatives of other local bodies, including the Limerick Inland Fisheries Board, and the Belfast Provision Curers' Association.

Cooney, 6214–9.
Power, 2657–60.
Goodbody, 2762–3.
Jackson, 3253.
Lynch, 31679.
Sharman-Crawford, 30787–8.
Anderson, 43223.
Gibson, 26253.
Villiers Stuart, 5180.
Cooke, 11384, 11411.
Shea, 41989.
Mitchell, 39548–50.
Mackey, 23597–600.
Boyd, 24253–4.

69. Suggestions of this kind are not new. In 1888 the Allport Commission observed that:—

> "Should Parliament think fit, in fixing such new scales of rates and tolls, to reduce generally the present statutory charges, as on public grounds may be very desirable, we think it only just that the shareholders should be protected from loss by some guarantee to them on the part of the State. On the whole, we think that such guarantee should take the form of a guarantee, for a term of years, of the present gross receipts, thus leaving with the directors the responsibility of management."

In 1896 the Right Hon. H. Childers, M.P., Chairman of the Financial Relations Commission, drew up a draft Report, in which he advocated the application of public funds to the reduction of railway rates, and expressed the opinion:—

> "That in order to confer a substantial benefit upon the Irish public and producers, and to give effective stimulus to industry the present rates and fares should probably be reduced by one-half."

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Section 30 of the Agricultural and Technical Instruction (Ireland) Act of 1899, empowers the Department, which the Act created, to aid and facilitate "the carriage and distribution of agricultural produce." The Vice-President of the Department[1] told the Royal Commission on Congestion in November 1906, that in his view the section authorised the Department, with the concurrence of the Agricultural Board, to apply its resources to cheapening and expediting the carriage and distribution of produce. He had gone so far as to invite communications from those who had experience of industries hampered by railway rates, and intimated that:—

> "If they could show that by a reduction of the rates over a certain portion of some railway system, an industry could be developed in some particular district, we would consider whether we could not guarantee the railway company against loss by a reduction in rates."

To this invitation there was, however, no response; and the Vice-President added that:—

> "We have never been called upon to do this, and I am afraid if we were called upon to do it to-day our funds would not admit of it."

Appendix 44. Final Report.

We have been informed officially by the Secretary that the Department are advised that it is open to them under the terms of the Act to apply their funds to subsidising railway companies with the view to bring about reductions in rates, but be added that the funds at their disposal would not admit of giving effect to such a policy.

70. Should additional assistance to Irish trade and industry become available from public funds, we are disposed to doubt whether subsidies to the railway companies, in return for reductions of rates, would be the best form for such assistance to take. There are many objections to such a policy. In the first place, the difficulty of apportioning the subsidies, and giving due weight to the competing claims of different industries, would be well nigh insuperable. Added to this, it would hardly be possible in administering them to make sure that they were properly applied, or to measure their effect with any approach to accuracy. A reduction of railway rates, however accomplished, would, of course, benefit the particular industry in whose favour it was made, but the use of a subsidy would have a tendency to lessen the interest of the railway companies in promoting a development which, if it attained to sufficient proportions, might lead to a withdrawal of the grant. The railway companies would, moreover, be unlikely to give voluntary reductions if they knew that reductions could be procured at the public expense without risk of loss to themselves.

There may be cases in which a Public Department might devote a portion of its revenues to similar objects, for a limited time, with permanent benefit to the community. The Rev. Mr. Green assured us that in some districts where the Congested Districts Board had spent money in developing fisheries, the industry continues although the subsidy has been withdrawn. He told us that in the forty odd years during which Government loans had been made to poor fishermen round the coast of Ireland, the loss through bad debts had been less than one-half per cent. on the money advanced. The Secretary of the Board put the loss at £8,000, out of a total of £128,000 advanced, but qualified his statement by saying that the money had been turned over several times. He attributed the loss mainly to the decay of the fisheries on the East Coast. This is a sufficient answer to the objection, so often taken to the encouragement of industries in Ireland by subsidy, that they succeed so long as assistance is given, but decay as soon as it is withdrawn.

Green, 36,718–9. 36652. Mitchell, 39400–1.

## XIII.—Insurance of Cattle in Transit.

71. One of the most considerable interests in Ireland is the raising of cattle for the English markets. Its extent may be judged by the fact that, whereas in England live stock receipts amount to less than one per cent. of the total traffic receipts, in Ireland they amount to 7·6 per cent. The cattle come from Ireland both as stores, that is about one year old, and as fat beasts ready for market. There are, of course, three parties concerned in the transit, the Irish railway, the cross-channel steamer, and the English railway. A large number of cattle are carried in steamers that are not the property of any railway company, and where such is the case, it will be observed that they are the property, not of Irish, but of English railway companies.

[1] Sir Horace Plunkett, Question 18105.

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There is no doubt that the legal position is extraordinarily complicated. The private steamship company is able to make any contract it thinks proper with the cattle trader. The railway companies, both on land and at sea, are subject to special legislation. They may carry at company's risk, under which their liability is limited to £15 for each beast, or they may, by contract in writing, limit their liability, provided the conditions imposed are just and reasonable. Further, cattle are carried to England, sometimes on through rates from origin to destination, sometimes on a local rate to the Irish port, and thence either on through rate to destination, or on a second local rate to the landing point, and then forward on a third local rate, the legal liabilities varying accordingly. It is evident that no cattle trader can possibly understand all these legal intricacies, and that he may be at a great disadvantage in dealing with a railway or a steamship company in the matter. Witnesses before us have expressed the not unnatural desire to have the whole matter simplified, and have suggested that all cattle should be carried at company's risk, but it will be observed that even this would not amount to a full insurance, as the cattle may be worth more than the legal maximum limit. Further, the railway company is not a common carrier of cattle; that is, not an insurer, and is not responsible for the "inherent vice" of the cattle carried. If, for example, a beast takes fright, and breaks loose and damages itself, the company is not legally liable—even though the company risk rate has been paid—if its arrangements have been proper and adequate. We find that in some cases traders have effected insurances on their own account with outside insurance companies, and have been well satisfied with the result of this procedure. We are also told that the rate now charged by the insurance company could be very largely reduced if the percentage of cattle insured was larger. We were informed by Mr. O'Connor, a representative of the Irish Cattle Traders' Association, whom we recalled on this point, that his Association would be ready to agree to a reasonable addition to conveyance rates, in return for an absolute insurance against loss or injury, however caused. On the one hand, we feel that great advantage would attend this course, if it could be adopted. On the other hand, the evidence we have had shows that the percentage of injury and loss at the present moment (taking compensation paid by the principal companies as affording some ground for an estimate), is a very small one, and we see considerable difficulties in applying compulsion in this matter. We think, however, that it would have been quite possible for the Irish railway companies to enter into negotiations with the cattle trade associations, and if any considerable proportion of the traders had intimated their willingness to pay a moderate percentage, in return for an absolute insurance, we think the companies would have been well advised to bring such a system into operation.

Watson, 52132.

Crumley, 1735.

Smiddy, 38385

O'Connor, 25923–9.

55956–7.

Neale, 48925, 53579.

Watson, 52279.

## XIV.—Information as to Irish and Continental Goods Rates, and Conditions of Transit.

72. As previously mentioned (par. 7), we obtained from the Department of Agriculture and Technical Instruction information on Irish and Continental goods rates, conditions of transit, and passenger traffic. Evidence was also given by the Officer of the Department who had been charged with the collection and tabulation of the particulars.

MacNulty, 34092, 34344, 38724, 42517, 44018, 50427. 55297.

The information was grouped under the following heads:—method of fixing maximum rates; publication of rates; variations in rates; equality of rates and prohibition of preferential treatment; classification of goods; calculation of freight charges; and graduation of charges according to speed of service. Regulations were quoted bearing upon the packing, weighing, labelling, and checking of goods; the ordering of wagons; the acceptance and despatch of traffic; the loading, unloading, and removal of goods; the use of private goods wagons; the time limit for conveyance of merchandise; the liability of railways; and the conditions affecting claims for compensation. Particulars were also given of freight charges, time limits, accessory fees, and other matters relating to live stock traffic.

Appendix 1, Fourth Report.

Comparative tables of Irish with Continental rates, for goods and live stock, handed in by witnesses, are printed in the records. The rates of the following Continental railways were used in these comparisons:—The Nord Railway of France; the State Railways of Belgium; the State Railways (Prussia-Eastern section) of Germany; the Holland Railway; and the State Railways of Denmark, Austria, and Hungary. The Irish rates used in the tables (except in the case of one article) were those recorded in the rate books as being permanently in force.

Appendix 2, Fourth Report.

MacNulty, 34107, 34126, 34131, 34145, 54198, 50486, 50493, 55340, 55370.

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Temporary rates were ignored, on the ground that there could not be any proper comparison between them and the permanent rates in force on Continental railways. The 5-ton and 10-ton rates, which generally apply on Continental railways, were taken in comparison with the Irish rates.

Tatlow, 55209.
Neale, 53458–79, 53509–24.
Cowie, 51558–63.
Pratt, 50091.
Plews, 47120–5.
Tatlow, 55199.
Neale, 53457.
Pratt, 50124, 50138.
MacNulty, 42893, 50734.
Pratt, 50143.
Appendix 1, Final Report.

73. Exception to the basis of comparison was taken by the Irish companies on the ground that their 6-ton rates, particularly in classes A, B, C, which include such commodities as grain and breadstuffs, should have been compared with the Continental rates for 5-ton lots; but the departmental witness explained that if this course had been adopted the comparisons would not have been what it was intended they should be, namely—between rates for similar traffic carried under like conditions. The Irish companies also pointed out that the Continental rates for slow traffic had been put in comparison with the ordinary goods rates in operation in Ireland, and that, speaking broadly the quick transit rates in Europe are twice as high as those chargeable for slow transit. It was therefore argued, having regard to the good train service usually given on Irish railways, that the true comparison should have been between the ordinary goods rates in Ireland and the rates on quick traffic on the Continent. It is, however, asserted that, apart from the smaller branches, the Continental slow goods service for which the ordinary rates are charged, is practically the same in point of speed as the ordinary goods train service in Great Britain and Ireland. Further information as to the actual time of goods trains on Irish as compared with Continental railways has been furnished by the Department of Agriculture, and is printed in the Appendix.

MacNulty, 42900.

74. The commodities dealt with in the tables of comparison include agricultural produce, grain and breadstuffs, manure, agricultural seeds and implements, and a number of articles produced or producible in Ireland; also horses, cattle, sheep, and pigs. The comparisons were evidently impartially and carefully made, and, as explained in evidence, made only with regard to the transit of actual traffic (so far as could be ascertained) and between points where the particular traffic selected for comparison was likely to arise.

75. We do not propose to analyse the voluminous evidence on this subject, or to pursue it further. The considerations to be taken into account, and the differences in conditions are so great, so numerous, and so varied and involved, that it would be very difficult to apply a common measure that could be expressed in figures. We do not think that any useful purpose would be served by attempting to make a particular and detailed comparison between Continental and Irish rates.

Pratt, 50057–66.
Meehan, 26962–70.
MacNulty, 42914–5, 42928–30, 42976–8.

But while this is our conviction, the fact remains, that judging by the evidence placed at our disposal, both the internal rates of the foreign countries for which comparisons were taken, and also their export rates for produce shipped to British markets, are relatively lower than the corresponding Irish rates.

## XV.—Exports of Agricultural Produce from Denmark to Great Britain.

Plews, 46013, 46026–9.

76. Frequent references have been made in the course of our inquiry to the export of Irish dairy produce to England, and to the advantages which Danish produce is said to enjoy in consequence of the subsidies paid by the Danish Government to the steamships which carry it. We learn from official sources that in the year 1908–9, a sum of £22,500 was paid to the Danish United Steamship Company in respect of the carriage from the port of Esbjerg to England, of Danish produce, comprising butter, eggs, bacon, and other commodities.

Wilson, 12896.
Stokes, 6728.
Gibson, 26109.
Stokes, 6550.

According to the returns of the Department of Agriculture, the total value of Irish butter imported into Great Britain in 1908 was £4,026,023, as compared with £10,996,484, the value of Danish butter imported in the same year. The main reason for this great disparity is that the supply of Danish butter is regular throughout the year, while that of the Irish article is intermittent. Creamery butter, which forms the bulk of the Irish supply, begins to arrive in the wholesale market about the beginning of May, and ceases about the middle or end of November. The cessation of the supply during five months of the year, is said to be most injurious to the Irish trade, wholesale merchants finding it increasingly difficult to induce the grocers to again take the Irish article in the spring, their customers, who in the meantime have been dependent on the Danish butter, objecting to the change. Irish butter, it is freely admitted, has special qualities of its own, which would ensure it a constant market, if it were procurable all the year round.

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We were told that Danish butter finds its way into the Limerick market, one of the principal centres of the Irish butter trade. Here no question of railway rates can arise in regard to the home product, while the foreign product is weighted with the cost of transit, firstly from Denmark to England, and secondly from England to Ireland. The sale of Danish butter in the Limerick market is doubtless traceable to the fact that Irish butter is not to be had throughout the year in sufficient quantity for home consumption, although the climate and agricultural conditions of Ireland are more favourable for winter dairying than those of Denmark. Stokes, 6717. 6724–31. Power, 2424–6. Anderson, 43378.

77. One witness, a Lecturer of the Department of Agriculture, was asked whether it was of more importance to the Irish trade to have a reduction in the railway rate or that there should be an improvement in the methods of Winter dairying, and his reply pointed to the acknowledgement that Winter dairying is of great importance, though the same witness considered that if a reduction of rates were made it would encourage the farmers to go in for Winter dairying. Dowling, 41098–9.

The Department of Agriculture have in recent years devoted a great deal of attention to this matter, and we trust that their efforts, aided by those of local authorities and private landowners, will be attended with the success they merit. We have no doubt that the development of winter dairying, if coupled with substantial reductions in the railway rates, and with those co-operative methods which have contributed so largely to the agricultural prosperity of Denmark, would establish the supremacy of Irish butter in English markets—a supremacy which no foreign country should be in a position to challenge.

78. The export of eggs is another Irish industry which all the evidence tends to show might be largely increased, by the adoption of better methods of production, grading, and packing, as well as by reductions in the rates for conveyance. Here again, owing to the falling off in the winter supply, foreign sources, as far distant as Russia, notwithstanding its rigorous winter climate, compete successfully with Ireland in the English market, and this in spite of the fact that the Irish egg commands a higher price than any of its rivals except the Danish. We are glad to observe from the returns of the Department of Agriculture, that Ireland already exports 6,501,195 great hundreds of eggs, as against 3,916,368 great hundreds, sent from Denmark, and that the Irish trade has increased rapidly between the years 1904 and 1908. Adams, 33703. 33694. Plews, 46050–1.

The total value of butter, eggs, and bacon imported into Great Britain from Ireland, in 1908, was £9,375,850, as compared with £18,506,283, the value of the same commodities imported from Denmark, which, moreover, is only one out of several countries exporting agricultural produce. The mere statement of these figures is sufficient to show how large a field for improvement is open in Ireland, if the unrivalled advantages of climate, and position with respect to Great Britain, with which the country is endowed, were fully utilised.

## XVI.—Effect of Export Rates, with regard to European and Foreign Competition, upon Ireland's Position in the British Markets.

79. The position of Ireland, as regards the competition of foreign countries in the supply of agricultural produce to the British markets, has engaged our particular attention. The statistics of trade published annually by the Board of Agriculture show that the imports of agricultural produce from abroad into Great Britain are not only great, but have increased rapidly during the last quarter of a century; and that while the export from Ireland of such produce has declined in some instances, in others it is comparatively small, and in no case does it show an increase comparable with the growth of competing imports from foreign countries. In 1908, for example, the exports of fat cattle, sheep, and swine were all, in varying degrees, less than they had been at different times within the last quarter of a century. Since the beginning of that period importation from abroad has grown so much that the estimated value in 1908 of beef, mutton, pork, bacon, and hams imported into Great Britain from the United States, Argentina, and Denmark amounted to about twenty-six millions sterling; while the estimated value of the exports of cattle, sheep, swine, pork, bacon, and hams from Ireland, was under seventeen millions. In the same year the estimated value of butter, eggs, and poultry imported into Great Britain from the United States, France, Belgium, Holland, Denmark, Sweden, and Russia reached a total of twenty-three millions, against about seven millions from Ireland. The Appendix 42, Final Report.



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conditions of Ireland are unquestionably favourable to a large and permanent increase in the volume of its export trade to England; and though the slow development of this trade may, to some extent, be accounted for in other ways, in our opinion it would be greatly stimulated by a reduction of railway rates, and by increased transit facilities. We know that the Continental railways give very low rates for traffic exported to Great Britain, especially for agricultural products, which are in direct competition with those of Ireland, and we recognise that unless means can be found to place the Irish trade on a footing of equality with that of the Continent, it is hopeless to look for any substantial development of the former. Apart from the State ownership of the lines the principal causes of the low Continental rates are regularity of supply, volume of consignments, good packing of produce, the co-operation among producers, and in some cases, such as Denmark, the cheapening of transport by Government subsidy. If the Irish trade were carried on under similar conditions, the existing transport rates might be proportionately reduced, and reductions in rates would again react upon the trade. But we are convinced that transport rates are not the only factor in the problem; and although we do not dispute that reductions in rates would stimulate trade, we think that it would also be to the permanent advantage of Irish trade if efforts were directed to improving the conditions in which Irish produce is prepared for shipment, by imitating the methods which have induced the growth of the Continental supply, and have incidentally contributed to reductions in transport rates—a result which could not fail to follow the adoption of the same methods in Ireland.

Pratt, 50091–104.
MacNulty, 50494-515.
Plews 46013, 46027-9.

80. If the export trade in agricultural products has not expanded as much as the proximity of Ireland to Great Britain might have led us to expect, in view of the rapid increase in British imports from foreign countries, the case of other Irish industries is even worse, since, with few exceptions, they have not only shown no expansion, but have declined, sometimes to the point of extinction. Of such declines the woollen trade, and the textile and pottery industries, furnish conspicuous examples. With regard to the last we were told that works had been closed, owing to shortage of labour due to the loss of population by emigration. Many inland flour mills have also been closed, though recently the industry, as a whole, has somewhat improved.

Meehan, 40092–5, 40098–104.

81. In considering the causes that have retarded the expansion of traffic upon the Irish lines it should be noted that although the low through rates, to which we have referred, apply equally both ways, they do not, in point of fact, operate equally, because the commodities which move in opposite directions are not the same. On the one hand Irish imports consist partly of manufactured goods which benefit by low through rates, to the detriment of Irish-manufactured goods, and partly of food stuffs which compete with home-grown produce in the Irish markets; on the other, Irish exports consist almost wholly of agricultural produce, which has to meet the competition of foreign produce in British markets. Thus the through rates, though open to Irish as much as to British trade, are of little use to the former, because the quantity of manufactured goods passing from Ireland into England is very small, while the same rates do not apply where they would be of advantage, namely, to the trade in agricultural products, which does pass in that direction. The rates which affect the Irish export trade are not only the export rates from Ireland, but the through rates on foreign produce imported into Great Britain. In these conditions expansion of the export trade has been slow, and even the cattle trade, which is not much affected by Continental competition, has only expanded by about 16 per cent. in the last twenty years, within which period it has fluctuated considerably, and at times has indeed declined. It must, moreover, be borne in mind, that the cattle trade employs comparatively little labour, and that, however desirable it may be to foster this industry, it is still more important, from the point of view of employment, to promote the export of agricultural produce, and the development of manufactures. In this connection we may observe that during the last half century Irish land has been largely devoted to grazing. Recent legislation points to increased tillage through the enlargement of holdings, and the changes which will follow should have the effect of promoting agricultural production, with a corresponding development of exports to British markets.

Sharman-Crawford, 30836.

82. One obvious remedy for industrial depression in Ireland, which finds favour with many witnesses, and is clearly desirable, if it can be accomplished, is the lowering of export rates. It is admitted, having regard to the contiguity of this Island to Great Britain that the export trade should be in a healthier condition; and should bear a better relation to the vastly increased demand for supplies

Field, 13280.
Reigh, 17547.
Meehan, 26930-6, 27038-41.
Glynn, 28383a.
Dowdall, 37926–7, 37937–41.

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producible in Ireland than that evidenced by the official returns, and by the enormous growth of imports to the British markets from Continental and other foreign countries. Reducing the question to the least contentious form, it may be said that looking to the important results secured by countries competing with Ireland, through the operation of very low transit rates, and improvement of transit facilities, it is clear that any substantial reduction in the Irish through rates would stimulate exports from this country. The Irish railway companies have already done much to assist the export trade, and as recently as 1905 a number of new rates, considerably lower than those previously in force, were put in operation by the Great Northern Company for agricultural produce and other commodities to England and Scotland, but much more is necessary. It is contended by the companies that inasmuch as any further reduction in through export rates would have to come wholly out of the Irish portion, which admittedly would not bear much diminution, the effect upon export traffic would be inappreciable. In this opinion we do not concur, for we have no reason to doubt that the English railway companies, whose direct interest in the expansion of Irish trade is very great, and who have always shown themselves anxious to develop traffic, would be prepared to accept their proper share of such reduction in through rates, as might mutually be agreed upon.

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Tatlow, 44756–7, 54875.

83. The changes in the statutory classification referred to in par. 64, which were first decided upon in 1892, were agreed to, in respect of local traffic, by all the Irish companies, most of whom, subsequently, made additional changes which apply locally to their respective systems. It is, therefore, clear that the ordinary class rates, which of course are much below the statutory maxima, were found to be so high that they could not be charged in practice. Statements put in by representatives of the railways show that for certain commodities and specified distances some local rates in Ireland compare favourably with similar rates, charged under like conditions, in England; but it must be remembered that the rates with which it is material to compare Irish local rates are not the English local rates but the special through cross-channel rates at which goods competing with Irish goods are imported into the country. Mr. Adams, Superintendent of the Statistical Branch of the Department of Agriculture, informed us that the average receipt per ton, on merchandise and on minerals, carried in Ireland, is considerably higher than it is in England or in Scotland; or, "in other words, that transit is a heavier item of cost to producers and consumers" in Ireland, than it is in England or Scotland. He added, "Whatever the explanation, the fact of the high cost remains, and affects adversely the production and consumption of the country," that "the cost of transit falls, ultimately, on the producers and consumers," that "it is certainly one of the causes why expansion of traffic has been retarded on the Irish lines," and that "it points to one of the causes of the slow economic pulse of the country."

Appendix 13, Final Report. Plews, 45787. Neale, 49277.

Adams, 33708–10.

The witnesses for the railway companies stated that while the mineral traffic in Great Britain is very large, in Ireland it is so small as to be almost negligible; and that with regard to merchandise traffic no great disparity in the rate per ton will be found to exist.

Tatlow, 44245, 45316–20. Plews, 45856, 45866–80.

84. As regards the fishing industry the Rev. Mr. Green, a member of the Congested Districts Board, and also the chief Fishery Inspector of the Department of Agriculture, advocated reduced rates for the traffic, and an extension of light railways to the seaboard, with a view to promoting expeditious transit. He pointed out that with improved facilities and lower rates, the Irish fisheries were capable of considerable expansion. The representative of the Limerick Fishery Board told us that with lower rates the export of fish from his district could be largely increased, and this opinion, in regard to the Donegal fisheries, was also shared by a trader from that district. Mr. Green further stated that in some parts of the country, more especially in Donegal, emigration had been arrested, and even reversed, owing to the development of the fishing industry.

Green, 36621 36592–6.

Mackey, 23601–2.

O'Donnell, 43750

Green, 36710.

85. In addition to other evidence, we received many resolutions from public bodies, including one from the All-Ireland Industrial Conference—which represents 85 County, Urban and Rural District Councils, Harbour Boards, Chambers of Commerce and Technical Instruction Committees—to the effect that the expansion of Irish industries is, in many cases, retarded by high railway rates, and that, in the words of the Conference resolution, "if Irish industries are to advance, lower rates must be given for the carriage of internal trade."

Appendix, First Report, 18 (iv., vii., xii., xviii.) Appendix, Second Report, 39 (i., ii. iv., vii., ix.). Appendix, Third Report, 32 (ii.) Appendix, Fourth Report, 31. Second Appendix, Fourth Report, 24 (ii.)



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## XVII.—Internal Railway Rates.

Villiers-Stuart, 5248.

86. Of all the complaints that have been made to us none have been more persistent than those relating to railway rates between places in Ireland. The differences between local rates and the Irish proportion of through rates have been especially dwelt upon, and formed the principal topic of discussion at the Clearing House Conference, to which we referred in par. 31. We pointed out in par. 33 that, as a general rule, a through rate is less than the sum of the locals, though we do not doubt that there are exceptione. Ireland with its numerous ports and excellent harboure, offers exceptional facibties for sea borne traffic, and inasmuch as all the principal towne, including not less than one quarter of the population, are located either on the coast or in direct communication with the sea, it is natural that a large proportion of local traffic should be carried by water. Trade, whether import or export, will always tend to pass through the port nearest to the point of destination, or origin, as the case may be, provided it is sufficient in volume to justify the provision of facilities for sea transit. If the volume is not sufficient to support a regular service of ships at the nearest port, it will be dealt with mainly at ports which, though more remote, afford the requisite facilities, and in such casee it will be carried longer distances by railway. Where steamships compete effectively with a railway, between any two points, the railway will carry little or no traffic, unless its rates are approximately equal to the steamer rates, and although the receipts from such traffic may be little more than enough to cover working expenses, it may still be better, in the interest of the community, no lese than in that of the railway, for the latter to carry it on these terms rather than not carry it at all. Where there is no effective competition the railway chargee more; hence non-competitive local rates will, as a rule, be higher than those that are competitive. Such rates could only be equalised in one of two ways—either by raising the competitive to the level of the non-competitive, or by reducing the latter to the level of the former. If the first course were adopted, the traffic would not go by rail, but the goods would equally reach their destination, while the railway would lose a profit which, small though it be, tends to make it prosperous, and to this extent serviceable to the community. If the second course were adopted, the railway would be deprived of revenue, which perhaps it could not afford to lose, while if a similar standard were applied to all internal rates its success as a commercial concern might be adversely affected. Reductions in rates must naturally tend to stimulate existing industries, and to lead to the establishment of others. The growth of the industrial movement in Ireland, coupled with changes in agrarian conditione, consequent upon recent land legislation, may reasonably be expected to have favourable results, which, if assisted by reductions in rates, will probably induce an increase in the volume of Irish exports to British markets, and a *pro tanto* diminution of imports from foreign countries into England.

Pim, 49376–8.

87. Trade and industry would certainly benefit if rates were reduced, but the railways under existing conditions must be regarded as commercial concerns, conducted upon familiar commercial principles. The question then resolves itself into this—are the net profits of the Irish railways such that they could afford to make substantial reductions in their scales of rates and fares, and if such reductions were made would the volume of traffic be so increased as to compensate the companies for the loss. As already stated, we have had evidence of the efforts which many of the companies have made, in their own interest, to develop traffic; and the steady increase in their gross receipts shows that these efforts have not been in vain. The interests of the community are so bound up with their own that any increase in general prosperity must react upon them, and, broadly speaking, we are satisfied that Irish railway managers, as a whole, neglect few opportunities of developing traffic, where, in their opinion, traffic can be developed. They give a large number of special rates where traffic actually passes, and some few instances have been brought to our notice in which they have laid out money in providing facilities, either for traffic which has not come to them, or of which, when provided, full use has not been made, but the general effect of the evidence was that reductions in rates had been fully justified by results. Much of the increase of traffic on the Irish lines, especially in the case of commodities produced or producible in Ireland, denotes the reverse of Irish development, and we consider it obvious that Irish development will not be fully served by the railways until they cease to be commercial undertakings.

Tatlow 44334
Plews, 45786.
Reid, 53054.

Tatlow, 44348, 44383–5.
Plews, 48078.
Cowie, 50860–72
50908–34.

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88. Railway companies can hardly be blamed if they are unwilling to reduce rates, in anticipation of what they consider problematical traffic, or to extend their lines to places where, in their opinion, the prospects of traffic are so small as to promise no reasonable return upon outlay. In this connection evidence has been given regarding the coalfields at Castlecomer, County Kilkenny, and Arigna, County Leitrim. The owner of the former told us, that repeated applications for the construction of a branch line to the pits, which he had made to the Great Southern and Western Company, had met with no success. He had offered a personal guarantee of interest on the necessary capital, but the company stipulated, in addition, for a guarantee against loss in working. The development of the Arigna coal mines is similarly said to be arrested by failure to make a connection with the Cavan and Leitrim Railway, which passes within three or four miles of the pits. In both instances local resources are reported to be unequal to the task of providing communication, and the railway companies to be unwilling, in the one case, and unable in the other—being a guaranteed line—to undertake it. (See par. 194, Part II.)

Prior Wandesforde, 16065–78

89. A consideration of these and other reasons leads us to conclude that no substantial reductions in rates and fares can be looked for in existing conditions, though of course reductions might be made if the Irish railway system, as a whole, were better organised by unification, and if the resources of the country were so developed that produce might be offered in greater volume, with greater regularity, and in conditions admitting of better loading.

Our views as to the position of the Irish Companies as commercial undertakings, in relation to the development of the resources of the country, are fully expressed in Part III. of this Report.

## XVIII.—Interest charged on Government Loans to Irish Railways.

90. A subject brought specially to our attention was the rate of interest charged by the Irish Board of Works for loans made to railway companies under the provisions of the Act 1 and 2 William IV., cap. 33, under which alone the Board has power to make advances. Thirty-one loans in all have been made to twenty-nine companies, amounting to £1,265,128. In addition, thirty-two Irish companies have received advances, amounting to £3,010,910, from the English Public Works Loan Commissioners. (1)

Miller, 17168-9. Hanna, 14164. Todd, 13950. Harrington, 54469-71.

The Irish Board is prohibited by the Act from advancing money at a rate of interest lower than 4 per cent., and up to June, 1883, the rate actually charged was 5 per cent., except in the single instance of a loan, made immediately after the passing of the Act, the rate on which was 4 per cent. Since 1883 the interest charged on all loans has been at that rate. The English Board charged rates of interest varying from 5 to 3½ per cent., but out of thirty-one loans originally made at 5 per cent., the rate on twenty-one has been reduced to four, and on five to 3½ per cent.

Stevenson, 369, 540–8, 672.

Appendix 33, Second Report

91. Section 4 of the English Light Railways Act of 1896 empowers the Treasury to make advances, up to a limited amount, to Light Railway Companies at a minimum rate of interest of 3 per cent. in cases where local authorities agree to make contributions; while Section 5 of the same Act, which is similar to a corresponding section of the Irish Light Railways Act of 1889, empowers the Treasury to make free grants, or to advance money, at such rate of interest as they may direct, in order to promote railway development in necessitous districts. While the two Acts appear to contemplate similar advantages to light railways in Great Britain and Ireland, in respect of free grants or loans at a low rate of interest, the same advantages are not given in the case of loans to ordinary railway companies, and different conditions apply to loans made by the Irish and English Boards for the same purposes. We doubt whether a rate of interest, and a method of repayment, considered equitable in 1831, is justified at the present time, bearing in mind that many millions of pounds have lately been advanced, on much easier conditions, for purely Irish purposes. In our opinion the Act of 1831 ought to be amended, with the object of empowering the Treasury to make advances, in respect both of interest and repayment of principal, on such conditions as they may see fit to impose.

(1) See Board of Works' Tables annexed to this Report.

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## XIX.—The Ownership of Irish Railways by English Railway Companies, and the Influence Exercised by the latter on Irish Railway Policy.

92. We have received a great deal of evidence on the subject of the ownership of certain railways in Ireland by English railway companies, and of the alleged influence exercised by the latter in controlling the rates even of the lines which they do not own. Judging by the evidence of the majority of the witnesses who dealt with the subject, we cannot doubt that Irish opinion outside of Belfast is distinctly in favour of complete separation between English and Irish railways.

Field, 13277.

Mr. William Field, M.P., told us that he was unalterably opposed to British railway companies having any share or control whatever, direct or indirect, in Irish railway management; that English railway companies came to Ireland for the purpose of making money at the expense of Ireland; and that the natural geographical route for traffic was altered to suit them, in order that they might get traffic on their own lines.

13364.

Meehan, 40356.
Anderson, 43129
43246–51.
Crumley, 1751.
Stack, 8694.
Malone, 9842-7,
10050.
Ennis, 12416
Dolan, 13458.
Green, 16585.
Forde, 22595.
Nagle, 29717.
Whelan, 43543.
Watson, 21632
21791.

Mr. P. A. Meehan, M.P., who appeared on behalf of the General Council of County Councils, said that the management of Irish railway companies is controlled to a great extent by the English railway companies, and that this is not in the interests of Ireland; the Secretary of the Irish Agricultural Organisation Society declared that the influence exercised over Irish railways by English companies is a bad influence, a growing influence, and likely to grow further. As illustrating his meaning, he instanced the absence of improvement on the Belfast and Northern Counties Railway since its acquisition by the Midland of England. A number of other witnesses, representing particular districts or industries of the country, gave evidence much to the same effect. The Managing Director of the City of Dublin Steam Packet Company asserted that the London and North Western Railway Company practically controls the Irish railways, and that a company like his own, when competing with that railway company across the Channel, is virtually powerless, as whatever rates it agrees to, his company have to agree to the same.

Price, 18414.
Heyn, 10924,
O'Dempsey,
29273.
Sanders, 18689-90

On the other hand, one of the engineering inspectors of the Irish Local Government Board told us that the English railway companies are a great blessing to Ireland; and it was admitted by witnesses themselves opposed to English interference, that the purchase of the Belfast and Northern Counties Railway, and of a half share of the Donegal Railway by the Midland Railway Company of England, had been strongly supported by local opinion in the North; that the purchase of a half share of the Fishguard and Rosslare undertaking by the Great Western had been strongly supported by local opinion in the South of Ireland; and that it was pressure from Ireland which had induced Parliament, when the Bill was in Committee, to give the Great Western Company a majority of Directors on the Fishguard Board, or, in other words, to put the Directors of the Great Southern and Western Company in a minority on that Board. Further, though we had evidence from Cork that there was an objection to the Fishguard arrangement as now existing, Mr. Ronan, who came before us as representing no less than eight public bodies in Cork and the neighbourhood, including the County Council, the Corporation, the Harbour Commissioners, and the Chamber of Commerce, expressed the opinion that it was the direct interest of the Great Western Company to foster improved railway communication in the South of Ireland.

Forde, 22722-6.
Ennis, 12512,
Ronan, 41618.

41620.

93. The representative of the Belfast Chamber of Commerce and Harbour Commissioners told us that he welcomed the coming of the Midland Railway, that it had been an immense success, that every public body supported it, and that no one with any practical experience could say that it had been detrimental to the interests of the people of Ireland. He would be pleased, he said, if English companies bought all Irish lines; that if Irishmen got English capital in to develop their country, it would be for the permanent advantage of Ireland; that the Midland Company had done everything in their power to develop traffic both inwards and outwards; that they had put Irish manufacturers on a parity of footing with the importer; and that their coming had given an impetus to traffic. Other representatives of the Belfast Harbour Commission and of the Chamber of Commerce held similar views, and one of them expressed the hope that the Great Western, and the London and North Western of England would buy up the Great Southern and Western and the Great Northern of Ireland respectively. The opinion of Londonderry was divided, the majority of witnesses seeming to feel that the policy of the Midland had been, and was likely to be, the development of the trade of Belfast at the expense of their own City.

Heyn, 10923.

10935.
10946.

10971.

Currie, 13702.
Lindsay, 23879.
23965.
Todd, 13931-2,
13990-7.
Yeates, 14153.
Reid, 17183-5

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94. Questioned as to the alleged control of Irish railway rates by English companies, the representative of the Associated Railway Companies pointed out that all through rates were fixed by the English and Irish Traffic Conference. The General Manager of the Great Northern Railway declared that there were no grounds for saying that English railway companies can control Irish railway companies and force them to accept rates. He said that the English companies were always fair and reasonable in meeting the very many proposals made from the Irish side for reducing rates in order to foster Irish exports. The Traffic Manager of the Great Southern and Western assured us that his Company managed the Irish portion of the Fishguard undertaking practically without interference from the Great Western Railway of England. The Chairman of the Dublin and South Eastern acknowledged that the London and North Western had advanced £100,000 to his Company with the object of influencing traffic in the direction of the Port of Dublin. But it is evident that, whatever may be the effect on Wexford or Waterford, it is not necessarily to the injury of Ireland as a whole that traffic should be encouraged to flow from the Counties of Wicklow and Wexford northward through Dublin, rather than southward through Wexford and Waterford.

Tatlow, 44519.
Plews, 45940.
45848.
Neale 48705.
Pim, 49908.

95. We think the introduction of English capital into Irish railway companies has been a distinct material advantage to the poorer country, but, as to the acquisition of Irish lines by English companies, we recognise that the opinion of the people throughout the greater part of the country is not favourable to the action in this direction which has taken place in the past, and would be still more hostile to any further development in the same direction. And we recognise that in a matter of this kind great weight must of necessity be attached to public opinion.

## XX.—Suggestions for New Railways.

96. In the course of our inquiry, proposals for the construction of eighty-three new railways, and extensions of existing lines, were brought to our notice. Twenty-eight of these were in Ulster, fourteen in Connaught, thirteen in Leinster, and twenty-eight in Munster. Additional railway accommodation was asked for in nearly every county in Ireland, but in comparatively few cases would the immediate prospects of traffic appear to be sufficient to justify commercially the expense of constructing the lines. With regard to these projects, such as refer to light railways will be dealt with in detail, in Part II. of our Report, and of the remainder we will now briefly mention the most important.

Appendix 46, Final Report.

Eleven witnesses, including the owner of the Castlecomer coalfield, and representatives of the County Councils of Kilkenny and Queen's County, gave evidence in respect of proposals to establish communication between the coalfield and the system of the Great Southern and Western Railway. The mines are about eight miles distant from Ballyragget, the nearest station on the Maryborough and Kilkenny branch line, and it was represented that a connecting line was required, not only in the interest of the proper development of the coal mines, but also to serve a large agricultural district, as yet insufficiently provided with transit facilities. Particulars of the efforts which had been made to establish such connection, and of the result of the negotiations with the Great Southern and Western Company, will be found in par. 84. Three alternative proposals for railways in the district were mentioned, of which the first, a length of about 39 miles, was projected from Castlecomer to Carrick-on-Suir, *via* Callan, Mullinahone, and Kilkenny; the second, about 21 miles, from Castlecomer to Athy, *via* Stradbally; and the third, about 22 miles, from Castlecomer to Portarlington, *via* Clough, Timahoe, and Stradbally. The last two would have the additional advantage of serving the interests of considerable slate and stone quarries in the vicinity of Stradbally. There is no necessity to discuss the comparative merits of these projects, inasmuch as a private company obtained statutory powers in 1909, for the construction of a line from Kilkenny to Athy, *via* Castlecomer, which, if carried out, will attain the primary object.

Fennessy, 16271-2.
Micks, 39323-6.
Mullaly, 39576-85
Meehan, 40162, 40465.
Prior-Wandesforde, 16060-71
Greene, 39844, 39882.
Cosby, 25434-41.
Kiernan, 28048-60.
Higgins, 25551-5, 25570-5.

97. Various schemes for new railways in the County Mayo, which is imperfectly served in this respect, were mentioned in evidence. The first of these was for a line from Sligo to Belmullet, *via* Ballina; the second from Mallaranny to Belmullet; and the third from Killala to Belmullet. We were informed that these or similar schemes had been pressed repeatedly on the attention of successive Governments, in the course of the last

Greene, 36567-71.
Collery, 16712-9.
Price, 18211.

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twenty years. The Allport Commission, after full consideration of the requirements of the county, recommended in 1888 the third of these projects as being the best, and that most suited to the needs of the inhabitants. They said:—

> "This is another case of alternative routes. A plan was deposited for the direct line through Crossmolina, which is 39¾ miles long, against 46½ miles, the distance by a coast line through Killala and Ballycastle. In this latter case there is a deposited plan for a line from Ballina to Killala, which we have adopted in the estimate."
>
> "We estimated the cost of the direct line on the 5 ft. 3 in. gauge at £152,000, and the coast line at £175,000, including in each case an extension to deep water in Blacksod Bay, to the site of a pier to be hereafter selected."
>
> "The traffic on the direct line would be, apart from the fish traffic at Belmullet, purely agricultural, trifling in amount, inasmuch as a large proportion of the country is bog. Crossmolina is a moderately sized town, but the traffic from it would not amount to much, owing to its being so close to Ballina. The gradients on the direct line are better than on the coast line. On the other hand, the towns of Killala and Ballycastle on the latter are each of equal importance to Crossmolina, and the land through which it passes is generally of a superior quality. The line would also serve any fish traffic, landed at the intermediate points of Killala, Ballycastle, or Balderig; in the neighbourhood of the latter place there are good quarries, and the construction of the line might lead to the development of a traffic from that source. There is little doubt, however, that by either route the intermediate traffic would be slight, but they would open up a country at present devoid of railway communication, and would give access to the important fishing ground at Blacksod Bay and Broad Haven."
>
> "On the whole we give preference in this case to the coast line."

For some years after 1888, the question of railway extension in the County Mayo did not get beyond the stage of negotiations between local authorities and other promoters, the Government, and the Midland Great Western Railway Company, and it was not until 1907 that statutory powers were obtained for the construction of a line from Collooney to Belmullet, *via* Ballina, but the work has not yet been commenced. We do not know whether funds have been subscribed, but in 1909 the County Councils and other local bodies were empowered to guarantee interest on a portion of the capital.

In the same session the Midland Great Western Company promoted a Bill, seeking powers, *inter alia*, for the construction of a line from Mallaranny to Belmullet, but this portion of the Bill was withdrawn on the failure of the Company to induce the local authorities to agree to a guarantee.(1)

Another recommendation by the Allport Commission was for a connection of the railway systems, north and south of the River Lee, at Cork. Statutory powers were obtained in 1906, and a free Government grant of £25,000 was promised. We understand that contracts have been let for portions of this work.

Anderson, 43139.

98. The Secretary of the Irish Agricultural Organisation Society referred to the want of connection between main line systems in different parts of the country, and instanced four cases where extensions were very desirable in the interests of through communication, and where, in his opinion, they could be provided at no very serious outlay. The first was from Bundoran, a terminus of the Great Northern Railway, to Sligo, a terminus of the Midland Great Western system, a length of about 20 miles; the second, from Oldcastle, a terminus on the Midland Great Western, to Ballywillan, a station on another branch of the same railway, a length of about 12 miles; the third, from Kingscourt, a terminus on the Midland Great Western, to Carrickmacross, a terminus on the Great Northern system, a length of about 6 miles; and the fourth, from Shillelagh, a terminus on the Dublin and South Eastern Railway, to Carlow, a station on the Great Southern and Western, a length of about 20 miles. The witness thought it should be obligatory on the several railway companies concerned to make these extensions at their own cost, but admitted that the amount to be contributed by each Company should be proportionate to the benefit it was likely to derive from the connection. As regards these projects, we
43242. may observe that a Bill for the construction of an extension between Bundoran and Sligo was introduced, last Session, in the House of Commons, but, presumably owing to the promoters failing to obtain sufficient capital, the measure has now been withdrawn.(2)

99. It is unlikely that more than a few of the numerous new railways, to the need of which our attention was drawn, could be undertaken with any prospect of immediate commercial success, but every case should, we think, be considered on its merits, with due regard to the population of the district, and its capacity for development. A glance at the map is sufficient to show that Ireland is already fairly well supplied with railways,

(1) Statement by the Chairman of the Company at half-yearly meeting on 5th August, 1909.
(2) Statement by the Chairman of the Midland Great Western Company at half-yearly meeting on 10th February, 1910.

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and that there are not many places of importance not provided with such communication. There are, no doubt, cases in which the construction of new lines, wholly or partly at the public expense, would be justifiable, where it can be shown that they would develop agriculture, fishing, or other industries; but looking to the sparseness of the population in certain areas, we consider that new projects should not be entertained without a reasonable prospect of benefit, in some degree commensurate with the expenditure which their execution would entail.

100. That the risk of loss is not inconsiderable, is illustrated by the singular example of the Birr and Portumna Railway, which has been derelict since 1883. The line, which is twelve miles long, connected the Great Southern and Western system with the River Shannon at Portumna Bridge, and was promoted by the Parsonstown and Portumna Bridge Railway Company. The capital amounted to £80,000, of which £13,000 was contributed by the Great Southern and Western Company, and £12,000 was advanced on the security of the undertaking, by the Public Works Loan Board of England. The line was opened in 1868, and was worked by the Great Southern and Western Company under agreement, by which they undertook to supply the rolling stock, and to run two trains daily, in each direction, for a period of ten years, retaining 40 per cent. of the gross receipts. The representative of the Board informed us that they were satisfied, from information obtained on the spot, that no serious attempt had been made by the Great Southern Company to work the line to the best advantage, or to develop the traffic; and that, as a matter of fact, the Company had only run the two trains each way provided for in the agreement, and these at inconvenient hours. Be this as it may, the working company appear to have carried out their share of the actual bargain, but at such loss, that when the agreement expired in 1878, they declined to renew it, and ceased to work the line. The Board thereupon took possession as mortgagees, and endeavoured to sell it to the Great Southern and Western Company, who, however, were unwilling to take it except as a free gift, discharged from all liabilities. As an alternative, they offered to work the line in return for a payment of 3*s.* per mile, for a two-train service daily, or 2*s.* 6*d.* per mile, for a three-train service. These terms were refused, the Board remaining in possession for five years, in the course of which they spent £1,230 on repairs and maintenance. In 1883 the Treasury, on the advice of the Board, decided that no further expense should be incurred, the line was abandoned, and by degrees, rails, sleepers, and all other movable material, were abstracted, until nothing was left but the earth formation and bridges. It is said that the first appropriation of material was made at the instance of the Grand Jury, in satisfaction of a demand for rates. From a statement, with which we were furnished by the Board, it appears that they had not foreseen the consequences of their withdrawal in 1883. They believed that, under their statutory powers, they could have resumed possession at any time, with a view to carrying out any practicable arrangement for re-opening the line, and they stated that repeated negotiations by contractors and others for its restoration and working had proved abortive, owing to the conditions imposed by the Treasury.

Stevenson, 582-97
Fayle, 14385.
Trench, 17723.
Fayle, 14387.
Trench, 17727.
Philpot, 33896–904.
33870–5.
Stevenson, 591-7.
Trench, 17730-1.
Fayle, 14394-8.
Philpot, 33902.
33916–24.
33984–6.
Trench, 17724–32, 17750–69.
Fayle, 14398.
Appendix 26, Third Report.

The net result of the whole transaction is, that the shareholders lost their money, the Great Southern and Western Company lost £13,000, in addition to their loss on working, the Public Works Loan Board lost £12,000, in addition to £1,230 spent on maintenance, and the district lost the benefit of the line, which, in its dismantled and derelict condition, remains a monument of ill-advised action. It is impossible to say whether these unhappy results would have ensued, had the loan of £12,000 been originally made by the Irish Board of Works, instead of by an English Department, but we observe that the former, with the approval of the Treasury, have foregone much larger amounts in respect of railway undertakings, in various parts of the country. (1) We think that this is a case in which the question of restoring the line might well be considered, as an alternative to providing other means of communication in that district.

## XXI.—Competition and Unification.

101. Some few witnesses have casually touched upon the question whether there is such competition by or between Irish Railway Companies, that the substitution for them of a unified system would take from the Irish public, or traders, or from some of them, a benefit of any substantial value.

(1) See Board of Works' Tables annexed to this Report.



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In the first place, so far as relates to internal traffic, the Irish railways are essentially non-competitive. The traffic resources of the country are limited, and probably for that reason the lines were planned and made to avoid competition, or, in other words, to give every line a district of its own. Asked whether there is any effective competition, the Chairman of the South Eastern line replied, "There is really no valuable and effective competition in Ireland through the railways." Questioned further:—"Are there more than 15 pairs of stations with alternative routes?" he answered:—"I could not say the number of them, but the number is not large." The Railway map fully confirms this evidence, by showing how very few places in the country are linked by more than one line of rail communication. As "the shorter route rules the rate," transit charges between such places are the same by both routes, and the only effect of competition is to send part of the traffic by the longer route—a diversion which, upon the whole, must tend to raise the cost of working, to keep down net revenue, and therefore to prevent or delay reductions in railway tariffs. Such competition benefits neither the companies nor the public. The mature opinion of transit experts on this matter may be inferred from the fact that arrangements have been made, and others are in progress, between great English railway companies, to discontinue competition for traffic on alternative routes, and to substitute the more economical and profitable system of division of receipts, in accepted and specified proportions, between the companies; thus securing, by retrenchment of working expenses, a wider margin of net profit from the same gross revenue. Since the close of the evidence, some Irish companies also have entered into similar compacts, and we see no reason to doubt that further agreements of the kind will be put into operation, till there is no perceptible difference, in this respect, between the management of so-called competitive traffic, by commercial railway companies, and what we might expect it to be, were all the railways in single ownership, whether public or private. In either of these cases, the obvious practice would be to send all traffic by the shortest route, and this ruling principle, simplifying and perfecting the organisation of the work of transit, would mean better loading of trains, less waste of service, lower cost of operation, and augmented profit. These results would doubtless be secured whether unification took place by means of a single company, owning all the lines, or by their union under control of a public authority; but in the application of augmented profit a difference of importance would arise, for the normal use of augmented profit, in a commercial company, is to yield a larger dividend, while a public administration would be more likely to employ it in promoting the development of industry and trade, by reduction of transit charges.

Pim, 49373, 49397.

102. Another aspect of this question is presented when competition for internal traffic is not between one railway and another, but between all railways and all other modes of transit—road traction, tramways, motor service, conveyance by river, canal, or sea. Whether the railways are owned by individuals or by the public; whether they are administered by one authority or by many, such circumstances do not, of themselves, affect this kind of competition. Seaports, for instance, or other places having advantages through facility of both rail and water transit, would not experience either increase or diminution of such advantages by reason merely of private or public ownership, or of plurality or unity of management. But commercial companies, as a matter of course, do their utmost to minimise competition, and, if possible, to get rid of it altogether. The evidence shows how easily, and at what moderate cost, a strong railway company can dispose of a weak sea competition by reducing rates between certain ports for a limited period, or, if needful, for a succession of such periods, and by subsequently raising the temporary low rates to approximately the former level, as soon as the reductions have accomplished their purpose. On the other hand, a general public administration of a unified system of railways, established for the principal purpose of aiding development by reduction of transit charges, would, of necessity, in furthering its main object, increase the pressure of railway competition with other forms of transit, though, of course, in the case of internal traffic, the rates most in need of reduction would be those in operation where other forms of transit did not effectually compete. The conclusion appears to be that commercial companies, when they extinguish competition, as they do whenever they can, are likely also to extinguish the public benefit which competition gives. A public railway administration would not seek or desire to restrict any kind of transit facilities beneficial to the community, and when such restriction, in any case, occurred through cheapening of railway charges, a benefit greater than that derived from competition would permanently remain in the lower cost of rail conveyance.

Hanna, 9399–408, 9450–60. Feeley, 30325–43. Hill, 31992–3, 32036–47. Collins, 36430–1, 36464–74. Ball, 37225–9, 37316–56, 37382–90.

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103. One other question presents itself—the effect of unification on through traffic between Irish and British stations. Such traffic is essentially competitive, and its competitive character would remain unaltered. A full system of through rates has been in operation for many years between British interior stations in general and Irish ports and this system has been extended, from time to time, to interior stations. The ordinary method of making a through rate between any British and any Irish station, is to base it on the sum of the existing through rate from the British station to the Irish port nearest to the point of destination, and the local rate between that point and the port. The extended through rate, so fixed, is applied between those stations, by all available routes, and through all ports. As the shortest Irish route would be open to all traffic, it is clear that this general system of applying through rates, would continue to operate, if the lines were unified, under private or public control. As in the case of internal traffic a unified administration, either private or public, would direct through traffic as far as practicable by the shortest route, and this would tend, as already pointed out, to closer organisation, more even and adequate loading of trains, lower cost of operating, and an increased net income which in the case of a company, would be divisible by way of dividend, and in the hands of a public administration, might be used to cheapen transit and develop the resources of the country.

104. We conclude that (1) the competitive character of through traffic between Ireland and Great Britain would not be affected by unification of the Irish lines; (2) that such unification under public control would give positive and substantial advantages both to traders and the community, and would do away with the limited and ineffective competition for internal traffic which at present exists between companies; and (3) that so far as such unification, in fulfilment of its special purpose, might by cheapening cost of conveyance incidentally restrict competition with the railways by other modes of commercial transit, it would do so only by reason of the fact that the practical benefits resulting from such a policy were more than competition could afford.

It is we consider obvious that one public administration would be in a better position than a number of Boards of Directors, each acting for a separate and independent interest, to negotiate with British companies, not only for adjustment of through rates, but for the extension of all facilities required to develop the resources of Ireland, and thereby to foster the growth of organised industries and increase the volume of trade.

## XXII.—Amalgamations of Irish Railways.

105. The recommendations of the Allport Commission, to which we have already referred, included a proposal to consolidate all the Irish railways, placing them under the direction of a single company, and creating an external authority with power to inquire into and remedy grievances. The Commission also propounded a scheme for facilitating amalgamation, which, if adopted, would, they thought, result in a large reduction of the number of independent companies by voluntary action. No steps were taken to give effect to this scheme; but although amalgamation remains, as it has always been, a matter for private arrangement, much progress has been made in this direction.

106. The witness for the Associated Companies informed us that since 1888 the absorption by four of the larger companies of seventeen separate undertakings, embracing a total length of 503¾ miles, had been authorised by Statute. Tatlow 44119.

Of these the Great Southern and Western absorbed twelve, with a length of 399¾ miles, namely—the Waterford and Limerick; Athenry and Ennis Junction; Athenry and Tuam; Waterford and Central Ireland; Kilkenny Junction; Limerick and Kerry; Clara and Banagher; Rathkeale and Newcastle Junction; Kanturk and Newmarket; Mitchelstown and Fermoy; Waterford, Dungarvan, and Lismore; and the Fermoy and Lismore railways.

The Great Northern absorbed one, with a length of 36¾ miles, namely—the Enniskillen, Bundoran and Sligo railway.

The Midland (Northern Counties Committee) absorbed two, with a length of 35½ miles, namely—the Derry Central; and the Draperstown railways.

The County Donegal Railways Joint Committee absorbed two; with a length of 31¾ miles, namely—the Finn Valley; and the West Donegal railways.



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107. Prior to 1888 forty-four railwayswere absorbed by others. Thus the total number of separate independent undertakings, exclusive of light railways, which have existed in the past seventy years, has been reduced by amalgamation from 77 to 16. Various suggestions for further amalgamations were put before us, but we have no knowledge that any are actually in contemplation at the present time; and we are aware that negotiations for the absorption into the Great Southern and Western system of three light railways, namely—the West Clare, the South Clare, and the Tralee and Dingle, came to nothing. (See pars. 171, 160, Part II. of this Report.) It has not been indicated by any representative of the Irish companies during the Inquiry that further amalgamations were either pending or probable and we understand that no resolution has been adopted, and that no opinion has been publicly expressed, either by the Directors, or by the shareholders of any Company, or by the Committee of Chairmen of the Associated Companies, on the questions of amalgamation and unification. The process of amalgamation was naturally more rapid when separate companies were numerous than when their number was reduced, but the remarkable progress which the movement has made shows how much can be done by voluntary action on the part of the companies themselves.

Pim, 50037, 49558. 108. The Chairman of the Dublin and South Eastern Company advocated unification of all the railways into a single system, and referred to an opinion in favour of this course expressed by Mr. Gladstone in 1873, which was accompanied with an intimation that should a voluntary scheme be adopted, suggestions for financial assistance might be entertained. Having regard to the views of former Royal Commissions, and of witnesses who appeared before us, Mr. Pim thought there was a general consensus of opinion in Ireland in favour of amalgamation, which latter be believed would lead to considerable economies in working. He added that unification would afford favourable opportunities for experimental reductions in rates and fares, which could not be made by individual companies.

49561, 49584–92.

Plews, 45530. The General Manager of the Great Northern Railway told us that his company's system comprised thirteen separate railways, which had been amalgamated at different times. The operation practically commenced in 1875, with the amalgamation of the four principal companies, namely—the Dublin and Drogheda, the Dublin and Belfast Junction, the Irish North Western, and the Ulster. Some of the smaller companies were absorbed before and some after that year. The amalgamation had proved advantageous to the companies and to the public, revenue had increased, and the service had been greatly improved. He thought that the process might be carried further, with benefit to the public, and suggested that the whole of the railways might be combined in two systems, north and south, each comprising about 1,500 miles of line. The Managing Director of the City of Dublin Steam Packet Company—who, although not directly concerned with railway management, has an extensive acquaintance with railway matters, as well as with the cross-channel services—suggested the absorption of the Belfast and County Down line into the Great Northern system; the absorption of the Cork, Bandon and South Coast, the Cork and Macroom, and the Cork, Blackrock and Passage railways into the Great Southern and Western system; and the amalgamation of the Dublin and South Eastern with the Great Northern Railway. He advocated the last measure on the ground that the Dublin and South Eastern could be worked with greater economy and efficiency if it were in the hands of a strong company like the Great Northern than it could be under present conditions. The Chairman of the former demurred to this suggestion, which he considered a somewhat startling one, and thought that not only would his company run great risk of injury, but that the district served by the line might be prejudiced if partial amalgamation were sanctioned.

45540–1.

47204–6.

Watson, 21690–2.

Pim, 50023–5.

Tatlow, 45212–6. 45494, 55236. The representative of the Associated companies maintained that the present arrangement, under which the railways are administered by separate companies, was the best for the country, though he admitted the expediency of merging the smaller lines into the larger systems, "on terms fair to the purchaser and to the seller." This somewhat uncompromising attitude may, perhaps, have been due to the position of the witness as the collective representative of a number of different companies. It is not consistent with the views held by the Chairman of one large railway and the General Manager of another, and might not have been supported in its integrity had we been favoured with the individual opinions of the remaining companies.

109. While we attach special importance to the opinion of witnesses who have had practical experience of railway working, many other opinions, which carry less weight, were given to us in favour of amalgamation. Seven witnesses advocated a single company; two suggested 2; three proposed 1, 2, or 3; four were for 3; eleven for 3 or 4;

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one for 4; two for 4 or 5; and ten for the absorption of the smaller by the existing larger companies. Of these witnesses, thirty-six were in favour of compulsory, and four of voluntary amalgamation.

We have had abundant evidence to show that amalgamation, whether partial or complete, is desirable in the opinion of railway experts, no less than in that of witnesses who though not always conversant with the technical details of railway management, have arrived at the same conclusion on general grounds. This view is moreover adopted by the reports of previous Commissions in the past forty years, and has been regarded with favour by successive Governments.

Livesey, 34752–3. Tatlow, 45216–7, 45494–9, 55236–44. Plews, 47197-208. Pim, 49561–2, 49629, 49840. Cowie, 51417–20.

110. There can be no doubt that consolidation would be attended with considerable economies. The Devonshire Commission, reporting in 1868, estimated the saving of expense from unification at £32,000 per annum; and the Allport Commission, twenty years later put it as high as £55,000. Although amalgamation has achieved great progress since these estimates were made, we believe there is still a large field for economy, though we hesitate to commit ourselves to a precise figure. Economies could hardly fail to be made under such heads as the purchase of materials and stores, Clearing House expenses, general charges (including management), and the provision of rolling stock. The concentration of building and repairing shops would have the advantage of promoting standardisation, which in itself is productive of economy; it would moreover promote employment in Ireland, since the shops might be large enough to produce economically all the rolling stock required for use in the country. The saving to be effected in Directors' fees, to which undue importance is apt to be attached, though not inconsiderable, is much smaller than commonly supposed.

Pim, 49585.

111. Apart from its financial aspects, unification would undoubtedly be attended with many advantages. It would tend to simplify administration, improve the conditions of working, and promote the transmission of goods by the shortest routes, thereby leading to economy, both by reason of better train-loading and suppression of unnecessary mileage. In these and other ways, by enhancing prosperity, and increasing earning capacity, it would put the system in a better position to make reductions in rates and fares, to carry out extensions, to improve the lines and rolling stock, and to negotiate through rates with British companies. Incidentally, it would remove the temptation to give rebates, would facilitate connection and through services, and promote uniformity, not only in rates and fares, but in such matters as the conveyance of cattle by passenger trains, the collection and delivery of goods, and the provision of third class accommodation on mail trains. These results would flow naturally from unification.

## XXIII.—Suggestions for the Purchase of the Railways, and their Control by a Public Authority.

112. We received many suggestions for the purchase of the railways and their control, either by the State or by a public body. Thirty-four witnesses advocated purchase by an Irish authority, and eighty-one favoured purchase by the State. Ninety-one witnesses were in favour of control by an Irish authority, and twenty-seven preferred control by a Department of the State. Amongst the representative bodies which advocated both acquisition and control by an Irish authority, were the Irish Reform, and the Irish Industrial Development Associations, the Irish Cattle Traders' and Stock-owners' Association, the South of Ireland Cattle Trade, and the Commercial Travellers', and South of Ireland Butter Merchants' Associations. Similar views were held by the representatives of various local Development, Mercantile, and Co-operative societies, by a considerable proportion of the Urban and Rural District Councils' representatives, and by individual traders. Alternative suggestions with regard to administration included such arrangements as an amalgamated Directorate; a commercial Directorate with Government representation; a Commission; a committee representing Irish Trade and Commerce; a body composed of representatives of Irish Chambers of Commerce and Harbour Boards, and of the Government; an authority similar to the Australian State Railway Commission; and one on the lines of the Prussian State Railway Directorates. The President of the Cattle Traders' Association (Mr. W. Field, M.P.), whose active interest in the question, both in and out of Parliament, is well known, considered that all the

Goodbody, 2765-6. Cooke, 11240. Wise, 5776. M'Nelis, 16523–7. Greer, 18520 Geoghegan, 25148. Clarke, 30759. Whelan, 43508–12. Field, 13246.

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railways should be purchased by the State, and handed over as a free gift to an Irish authority, in partial restitution of the over-taxation to which in his opinion the country had been subjected in the past. The same views, supported by the same arguments, were held by a member of the Local Government Board, who, however, explained that he had no authority to speak on behalf of his Department.

Micks, 39181. 39189–92. 39261–9. 39332–9.

113. In addition to the opinions referred to above, we received a number of resolutions, in favour of unification, and control by either a Department of the State or an Irish Authority, from local authorities and other public bodies. The most important of these was a resolution in favour of unification, and administration under the control of a representative Irish body, adopted unanimously by the General Council of Irish County in October 1906, and subsequently approved by 178 County and District Councils, Councils, and Boards of Guardians, of which 28 were in Ulster, 58 in Munster, 65 in Leinster, and 27 in Connaught. Similar resolutions were adopted by the All Ireland Industrial Congress, in November 1907; and in November 1906, and May 1907 by the Council of Agriculture, which consists of the President and Vice-President of the Department, and 102 members, 68 of whom are nominated by the County Councils, and 34 by the Department. The Irish Trades Union Congress passed two resolutions, in May 1907, and June 1908, in favour of nationalisation; and a somewhat similar resolution, advocating nationalisation and control by a single Board, was adopted in November 1906 by the Dublin Port and Docks Board, whose representative gave evidence in support of the proposal. The Commercial Travellers' Association adopted a resolution in October 1906 in favour of unification by State purchase, and control by a "popularly constituted Irish authority." We also received a resolution in favour of compulsory amalgamation under State control, to be carried out with State aid, adopted in October 1906 by the Irish Flour Millers' Association, whose representative, when he appeared before us a fortnight previously, stated that there were differences of opinion among the members of his Association, and that the subject had not been definitely considered.

Appendix 37, Second Report. Appendix 32 (III), Third Report. Appendix 18 (XVI), First Report. Appendix 39 (VIII), Second Report. Appendix 39 (IX), Second Report. Appendix 31, Fourth Report. Appendix 18 (XII), First Report. Preston, 27566. Appendix 18 (VIII), First Report.

114. While the weight of evidence is thus strongly in favour of placing the railways under some form of public control, opinions on the subject are not altogether unanimous, the Belfast Chamber of Commerce having in November 1906 adopted a resolution which, though advocating reforms of administration of the railways generally, and voluntary amalgamation of the smaller lines, was opposed to compulsory amalgamation, or State acquisition. Their views were supported by three representatives, in addition to whom twenty-two other witnesses gave evidence more or less to the same effect. State purchase conjoined with State control would not be acceptable to the Irish people, nor do we think that the adoption of this method would be attended with benefit to the public.

Appendix 18 (XIII), First Report.

115. As to the pronounced opinion in favour of public control in some form which we find, the evidence seems to point to a marked growth in this direction since 1888, at which time local government as it now exists had not been introduced. We shall return to this question in Part III.

## XXIV.—The Railway Systems of Australasia, and their Bearing on the Question of State Purchase.

Anderson, 15598. Ward, 19507. Palmer, 19894. Davies, 20919. Geoghegan, 24965. Griffin, 29420. Dowling, 41062. Pratt, 50414. Davies, 20934–5.

116. We received valuable evidence from a number of witnesses who had had personal experience of the administration and working of the State Railways of Australia and New Zealand, and of the effects of their full utilization for the development of agricultural and industrial resources. Among these witnesses were three Engineers, and an English Railway Manager, who had been General Manager of the West Australian Government Railways for ten years and a half. He informed us that with the exception of the Midland Railway in Western Australia (277 miles), owned by a private company, and one private line in New Zealand (81 miles), practically all the railways in Australia and New Zealand, that could be reasonably compared with British railways, are in the hands of the Governments of those Colonies. The following were the mileages open for traffic at the end of 1906:—Western Australia, 1,611 State lines; 649 privately owned; total, 2,260 South Australia, 1,746 State lines, 180 privately owned; total, 1,926. Victoria and New South Wales, totals of 3,394 and 3,390 respectively, all Government lines. Queensland, 3,138

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State lines, 243 privately owned; total, 3,381. Tasmania, 463 State lines, 156 privately owned; total, 619. New Zealand, 2,406 State lines, 113 privately owned; total, 2,519. This makes a grand total for the Australian Continent of 17,489 miles of railway, 16,148 of which are in the hands of the Governments, and 1,341 (a little more than 7½ per cent.) are owned and worked by private companies. As regards the private lines of Western Australia (611 miles), it was explained that apart from the Midland Railway (previously mentioned), the purchase of which the Government had been negotiating for some years, the mileage was made up of a dozen small companies working railways running in to the "Bush," and used chiefly for hauling timber. Unfortunately the gauges of several of the Australian systems vary considerably, those in South Australia being 5 ft. 3 in. (the standard gauge in Ireland) for 499 miles, and 3 ft. 6 in. for 1,427 miles; in Victoria, 5 ft. 3 in. for 3,313 miles, and 2 ft. 6 in. for 81 miles. In New South Wales the lines are all 4 ft. 8½ in. On the other hand, there is uniformity of gauge (3 ft. 6 in.) in Western Australia, Queensland, and Tasmania. In New Zealand the railways are all of uniform gauge, 3 ft. 6 in. Particulars of the cost of construction of these railways were also submitted, from which it appears that the average cost per mile was, in Western Australia, £6,186; in South Australia, £7,797; in Victoria, £12,194; in New South Wales, £12,869; in Queensland, £6,930; in Tasmania, £8,490; and in New Zealand, £9,410; as compared with England and Wales, £67,618; Scotland, £47,501; and Ireland, £11,496.

Davies, 20928–31.

20936–7.

Anderson, 15764–8.

Davies, 20937.

20943.

117. The witnesses who gave evidence on the subject of railway administration and management in these Colonies were unanimous in asserting that the continued and progressive prosperity of Australia and New Zealand has been due principally to the extension of the railway systems by the Government, without whose intervention large tracts of land in Australia would have remained undeveloped. In this connection reference was made to an irrigation settlement in Victoria of 3,000 people, which was distant 200 miles from the nearest terminus of the State Railways. The settlers had depended for some time on river navigation for their means of transport, but this became so uncertain in seasons of drought that enterprise languished and trade diminished. In this plight the inhabitants appealed to the Government for the provision of railway communication. Eventually the extension of 200 miles was constructed, and the settlement has since become prosperous, and the population has increased appreciably. Of course it is generally recognised that projects of this experimental nature with little certainty of success, and in any event taking years to fructify, are not practicable under the system of private commercial companies.

Anderson 15634.

118. Evidence on this subject was given by the Premier of New Zealand (previously, for eight years, Minister for Railways in that Colony), who informed us that the policy of the Government, for at least fourteen years, had been to help the development of the natural resources of the country "upon the basis of charging moderate rates with no differentiation of rates to any one class of people;" also that they went upon the principle of fixing their tariffs so as to return about 3 per cent. on the capital expended. The result of the introduction of low rates had been a great change for the better all over the country. Not only in goods rates, but also in passenger fares, concessions had been given in order to carry out the policy of utilising the railways for the purpose of developing the country. In the matter of agricultural produce especially low rates were conceded, and one article necessary for the cultivation of the land, lime, was carried free up to distances of 100 miles. As to the extension of the railway system in New Zealand, the Premier assured us that the first consideration, substantially, was to develop any industry in the country; whether or not the new line was likely *per se* to give any return on the cost of construction in the near future.

Ward, 19515

Ward, 19532.

Concerning the advantages of State over private ownership of railways, the witness, in reply to the query whether the development of his country could have been carried out to the same extent if the railways had been owned by private parties, said: "I should very much doubt it, for the reason that I think the first concern of private parties owning railways would be to take all they could out of the users of the railways. While they might in their own interests, and rightly from that standpoint, desire to have an increased traffic from the products of the soil, a railway company would not look upon it as its business to reduce its dividend from say 7 per cent. to 6 per cent. down to 3¼ per cent.; or even 3 per cent., as we have done in our country, through giving collateral advantages to a number of people to improve their condition upon the land." So convinced were

19531.

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Ward, 19541. the people of New Zealand of the immense advantage to the Colony of public control of the railways, that, in the opinion of the Premier, if a vote were taken on the question of putting the railways under company management of any kind, nine-tenths of the community would vote against the proposal.

Anderson, 15735–7. 119. Evidence substantially to the same effect was submitted by an eminent Australian engineer (member of a leading firm in Melbourne), who has had extensive experience of Australian railways. He informed us that public opinion throughout the Colonies was in favour of the existing system of State ownership and control. On the subject of rates, the witness maintained that those in operation on the privately owned and worked 15822. railways were on an average 25 per cent. higher than on the State lines. The tendency on the latter was, as traffic developed, to reduce the rates. This was illustrated by 15825–6. the production of an Annual Return for the Government railways, showing that two-thirds of the surplus after payment of interest charges had been allocated to the reduction of rates, and one-third to the benefit of the employees. Speaking broadly, the witness 15927–8. stated that the object with which the Australian railways had been worked was not that of earning dividends, but to promote as far as possible the interests of the public, and the 15866. development of the industrial and agricultural resources of the country. The real success of State railways was that they were effective in increasing the industry, commerce, and wealth of the community which they served, and that the question of profit was subsidiary In his opinion it would be to the interest of Ireland that a railway system somewhat similar to the Australian should be substituted for the present private companies' administration and management.

120. Two other prominent and experienced witnesses gave similar testimony, namely, the present London Engineer for the Government of Western Australia, who had been ten years in the public service in that Colony, latterly as Engineer-in-Chief; and one who Griffin, 29422–5. had had considerable and extended experience in connection with the railways of Western Australia and Victoria. The latter affirmed that the State railways of Western Australia had fully opened up the industries of the country, which without those means of communication would be to all intents and purposes a wilderness. He gave instances of 29439–40. mining industries which had been stimulated and developed by the introduction of railways. He believed that the adoption of the Australian system of State railways in Ireland would 29474. be of great advantage to the country; and that if the Irish railways were worked by an Irish Authority, the transit system would be perfected by links, branches, and feeders; 29464–6. and that rates would be reduced. In advocating unification of the Irish railways, the witness pointed out that private enterprises are naturally conducted for the good of certain people, to make as much profit as possible.

Palmer, 19936–8. The Government Engineer for Western Australian railways referred to the impossibility of private enterprise ever accomplishing the results achieved by the State in Australia in developing industries by the construction of railways. He claimed that the Colony 20101. had kept the railway rates persistently low in order to stimulate trade and to develop the country. He added that while, generally speaking, reductions had been made in 20252. this way, in addition there had been heavier reductions on certain industries which, in the opinion of the Government, required special assistance.

121. It is shown by official records (1) that the Australian railways are making a profit of about a million per annum in excess of the charges for interest on capital; but when railways are owned by the public and worked for the public benefit, their success is not to be measured by profit or loss in the railway budget, but by the benefits secured to the community in stimulation of industry and trade.

122. In comparing the Australian with the Irish railways, due consideration must be given to the varying conditions of the two countries, which are in many respects so different that it would be misleading to apply, without such consideration, any conclusions, derived from the experience of the one, to the circumstances of the other. But it should also be considered that the many countries in which railways are now publicly owned and managed exhibit the most extreme diversity of conditions.

(1) Official Year Book of the Common-wealth.

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# PART II.—LIGHT RAILWAYS.

## XXV.—Introductory.

123. In the course of our Inquiry, evidence bearing on the construction, equipment and working of lines promoted under the Tramways (Ireland) Act of 1883, and the Light Railways Acts of 1889, 1893, and 1896, was given to us by representatives of the Directors and Committees of Management of a number of undertakings. Several of the lines were also inspected by a section of the Commission. Before dealing with the Acts themselves, and the results of their operation, it may be convenient to refer briefly to the circumstances which led up to them.

124. The slow growth of railway extension in Ireland, and the difficulty in obtaining capital for the construction of lines, which, however desirable, were little likely to prove remunerative, led to the idea of inviting Counties or Baronies, in need of railway communication, to guarantee interest on the whole or a portion of the necessary Capital, such interest being secured by a charge on the local rates. This principle was adopted as far back as 1849 in the case of the Athlone and Galway line, while between that year and 1883 it was frequently applied, especially in the counties of Kerry, Cork, Waterford, and Donegal. In this way the South of Ireland was especially enterprising, becoming responsible for no less than £19,645 per annum in respect of eight sections of the Great Southern and Western Railway, and for a further maximum liability of £5,400 per annum in respect of three sections of the Cork, Bandon, and South Coast Railway. Other examples of guarantees, that might be mentioned, include one of £600 per annum for the Killeshandra branch of the Midland Great Western; one of £1,140 for two short extensions of the Great Northern; of £1,767 for the Letterkenny line; one of £700 for the Strabane and Letterkenny; and one of £2,000 for the Newry, Keady, and Tynan Railway, in which case, however, no construction work has yet been done. Interest was guaranteed in this manner, in respect of eighteen extensions, on a total amount of £869,400 (exclusive of the Killeshandra Branch), involving a maximum liability of £31,902 per annum. Tatlow, 44595.

125. The usual rate of interest is 5 per cent.; in a few cases it is 4 per cent., and in one, the Ardee Branch of the Great Northern Railway, it is as low as 2½. Only two guarantees are in perpetuity, the remainder being for terms, generally of thirty-five years, which expire at various dates between 1909 and 1931. Regarded from a financial point of view, the result of this system has been disappointing, for with the exceptions of the Cork and Bandon extensions, and of the Southern branch (Clonmel to Thurles) of the Great Southern and Western Railway, where it has not been necessary to levy the full amount of the annual guaranteed interest, the maximum liability has in every instance been incurred. The guarantees to which we have just referred are in respect of sections of Trunk railways. Similar guarantees given in respect of light railways are dealt with below.

## XXVI.—Legislation Affecting Light Railways and Tramways in Ireland.

126. In 1880 an attempt to apply a combination of State and local assistance to certain specified lines was made by the Relief of Distress Amendment Act, which empowered the Treasury to advance money on terms somewhat easier than had previously been allowed; little use, however, was made of this enactment, and it soon became apparent that if railways were to be extended, especially in districts that most needed development, further assistance in some form must be given by the State.

127. The recognition of this principle was embodied in the Tramways (Ireland) Act of 1883, which, while sanctioning State guarantees in partial relief of local guarantees, and while in no way lessening local responsibilities in respect of either finance or control, aimed at diminishing the pecuniary charge on the locality, and improving the value of the security. This measure, in the words of the Allport Commission, constituted the first systematic attempt to develop means of communication in Ireland, but unfortunately



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the somewhat late period of the Session at which it came before Parliament, and the inadequate consideration which it received, were accountable for shortcomings which the subsequent working of the Act revealed. We have dealt with these in some detail in par. 144 *et seq.*

128. As regards procedure, promoters under the Act, having complied with the prescribed formalities as to notices, deposit of plans, &c., and having obtained from the Grand Jury a presentment for a guarantee of Interest, submitted a draft Order embodying the scheme to the Privy Council, by a Committee of which body it was then considered, subject to the proviso that any defect in the preliminary formalities involved its rejection, the Privy Council having no power to remedy such defects. If an Order was unopposed, the Council could either reject the scheme or approve it, subject to the consent of the Treasury; but if opposed, an Order though granted had to be confirmed by Parliament before it could take effect. The Board of Works were given certain statutory functions under the Act, but these were confined in the first instance to an inquiry and report to the Grand Jury on the merits from an engineering point of view. They were not empowered to consider whether the plans were the best suited to the requirements of the district, or to deal either with the financial arrangements proposed by the promoters, or with the sufficiency of their estimates. Subsequent to the Grand Jury's presentment, and the promoters' submission of a draft Order in Council, the Board were required to furnish the Lord Lieutenant with an estimate of the cost of the undertaking, based however not on an independent inquiry, but upon such information and plans as might be supplied by the promoters.

Appendix 5. First Report

129. The local guarantee for interest on capital under an operative Order ran from the date at which such capital was raised, but the guarantee of the State commenced only on the completion and opening of the line for traffic; the effect being that the entire charge for interest during construction was thrown on the guaranteeing area. The Act provided for the recoupment by the Treasury to the guaranteeing area of half the amount it may have paid by way of interest on capital, subject to the conditions (*a*) that the line had been maintained in working order and had carried traffic; (*b*) that the State contribution should not exceed 2 per cent. on the guaranteed capital; and (*c*) that the total liability of the State in respect of all guaranteed lines should not exceed £40,000 per annum. Over and above its liability for interest, the guaranteeing area has to make good any deficit that may arise in working—a condition which in several cases has imposed a serious burden on the districts affected. Attention is particularly directed to this point in par. 218. Further, in the event of such a deficit extending over a period of not less than two years, the Act provides that the undertaking, and all the property of the company, shall vest in the Grand Jury (now the County Council) who, on the appointment by Order in Council of a Committee of Management, become responsible for its working and maintenance, at the cost of the guaranteeing area. This provision has been enforced in the case of four lines, namely:—The Schull and Skibbereen; the Timoleague and Courtmacsherry; the Tralee and Dingle; and the Donoughmore Extension.

130. Contrary to expectation, the security of the combined State and Baronial guarantee did not at first commend itself to the investing public, and from the outset there was considerable difficulty in raising capital, save at a heavy discount. To such an extent indeed was this the case, that in 1886 the Government found themselves constrained to come to the relief of the promoting companies, and with a view to the completion of lines which had already been commenced, the Public Works Loans Tramways (Ireland) Act was passed, whereby the advance of money, on the security of guaranteed shares to which the Government themselves were contributors, was authorised.

Second Appendix 15. Fourth Report.

131. The Light Railways Act of 1889, which was passed with the object of giving effect to some of the recommendations of the Allport Commission, to which reference is made in par. 138, contains a provision empowering the Lord Lieutenant to certify that railway communication is desirable for the development of fisheries and other industries in necessitous districts, in which it could not be provided without financial assistance from the State. Subject to the proviso that new lines should either be promoted, or should be maintained and worked, by existing railway companies, the Treasury are authorised to aid such lines by free grants, by annual payments, or by a combination of both. The total amount to be expended by way of free grant was not to exceed £600,000; and the unappropriated balance of the £40,000 a year, (authorised by the Tramways Act of 1883), which was then about £18,000, supplemented by an additional annuity of £2,000, was to be available by way of annual payment. Although the new Act was to apply to schemes in respect of which Grand Juries had made presentments, none of the

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amendments to the Act of 1883 advocated by the Allport Commission were made, nor was statutory effect given to the intention, which the Government presumably had in view, of enabling money to be raised at 3 per cent., and of limiting the liability of guaranteeing areas to deficits arising out of the working of lines. The Act gave a considerable extension to the limited functions conferred upon the Board of Works by the Act of 1883, and they were now authorised to inquire into such matters as the financial arrangements of promoters; the sufficiency of their estimates, including the provision of working capital; and the merits of schemes, not only from an engineering point of view, but in respect of their suitability to the requirements of the districts affected. These inquiries were however to be made after the deposit of the Parliamentary plans, an arrangement which involved expense and delay through the consideration of impracticable schemes, which would have been rejected at an early stage, had a different procedure been followed. So many proposals of this character were made by promoters, and so little inclination was shown by existing railway companies to avail themselves of the Act —only some 30 miles of new railway having been proposed—that the Government proceeded to negotiate with several of the larger companies, with a view to procuring the execution of schemes approved by the Grand Juries.

Parliamentary Debates, 1889, Vol. CCCXXXVI., pp. 1741–3.

Appendix 5. First Report.

132. With the object of facilitating these arrangements The Transfer of Railways (Ireland) Act was passed in 1890. This Act authorised the companies to contribute towards the expense of constructing lines which they were prepared to take over, and enabled them, by an amendment of the Act of 1883, to construct extensions uniform in gauge with their existing systems. This measure, with the co-operation of the companies, resulted in guarantees not specifically provided for in the Act, for the proper construction and equipment of the lines. Thirteen lines, to which further reference will be made in detail, were constructed under the provisions of the Acts of 1889 and 1890, and inasmuch as the expenditure from public funds in respect of them exceeded the amount allowed by the Act of 1889, statutory authority for an addition of £5,000 per annum, to the annuities previously authorised was given by the Light Railways Act of 1893.

133. The Tramways (Ireland) Act of 1895 empowers the Treasury, subject to the consent of the company and the County Council, to redeem their liability in respect of any guarantee given under the Act of 1883, by the payment of a lump sum not exceeding 33⅓ times the estimated annual amount of such liability. Redemption does not affect the obligations of the company or of the County Council in regard to maintenance and working, and should those obligations not be met, the County Council would be compelled by Order in Council to refund to the Treasury interest at the rate of 3 per cent. on the amount paid for redemption.

134. In 1896 a further sum of £500,000 was provided by The Railways (Ireland) Act of that year for the construction of light railways, the establishment and maintenance of steamboats and coaches, and the provision of piers and other structures in connection with steamboats and railways.(1) The Act empowered the Treasury to aid, either by grant or loan, the construction of railways, provided that existing railway companies agreed either to construct, work, and maintain, or to work and maintain them when constructed. The assistance to be given might cover the entire cost of a railway passing wholly or mainly through a congested district, but was limited to half the cost in other districts. The County Councils were also empowered to give guarantees by presentment, and the procedure of the Board of Works as well as that of the local authorities was to be similar to that prescribed by the Act of 1889. A new feature in the Act of 1896 is the power conferred by Section 7 on the Board to ascertain by inspection, in the case of any railway constructed under the Act, or under any of the principal Acts, whether such line is satisfactorily worked, maintained, and developed. This power, which has been exercised by the Board on four separate occasions, was, until recently, understood to apply to all railways aided by the State, either directly by way of grant, or indirectly by way of guarantee, but the right of the Board to inquire into the working of the West and South Clare Railways was challenged in 1907 by the companies, and the law officers of the Crown gave it as their opinion that the right did not apply to these lines. This opinion, if affirmed, practically limits the action of the Board under the statute to the case of lines aided by way of grant. The Act further empowers the Lord Lieutenant to appoint a manager or receiver of any undertaking which does not satisfy the Board in regard to working and maintenance. In none of the four instances in which inquiries

Stevenson, 452. 4388.

Appendix 5. Third Report.

(1) Section 2 provides for piers, &c., required for railways.



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Stevenson, 456. Shanahan, 17953. Stevenson, 536–8

were held, in the course of the eleven years between the passing of the Act and its interpretation by the law officers, did the Board recommend the Lord Lieutenant to take action, and it was suggested to us that the powers vested in His Excellency are too drastic to be exercised except under pressure of extreme necessity.

Appendix 45 Final Report. Stevenson, 497–510.

135. We do not propose to refer in detail to provisions of the Act which do not apply directly to railways, but we observe that one of the objects of establishing coach and steamer services (1) was to test the necessity for railways in particular localities. It may be sufficient to say that the results were generally disappointing, and that most of the services were discontinued at the expiration of the prescribed periods. The Commissioners of Public Works pointed out in their annual report for 1905 that—"As neither of the coaches (2) carried goods, and as the Ballyvaughan coach was only run during the summer months, the test of the necessity for railways has been imperfect." We are disposed to agree that in the circumstances the financial results of these services cannot be regarded as conclusive evidence on the question of the need for light railways.

## XXVII.—Effect of Railway Legislation from 1883 to 1908.

136. We now propose to indicate the results achieved by the various statutes to which we have referred.

Under the Tramways Act of 1883, sixteen light railways with an aggregate length of 296½ miles of single line were constructed, of which 75½ were of the standard gauge, and 221 of narrow gauge. Of the sixteen lines, seven were either open or were under construction in January, 1888, when the Allport Commission presented their report, namely—the West Clare, the Clogher Valley, the Cavan and Leitrim, the Cork and Muskerry, the Carrickfergus Harbour Junction, the Schull and Skibbereen, and the Dublin and Blessington, comprising a total length of 161½ miles, of which all but 16½ were narrow gauge.

In respect of the first four of these lines and of the West Donegal line, loans amounting in the aggregate to £190,100 were made by the Commissioners of Public Works, under the Public Works Loans Tramways Act of 1886; these loans have since been repaid.

137. Assuming that under the limitation imposed by the Act of 1883 a sum of about £27,000 per annum from public funds was still applicable to guarantees, the Allport Commissioners advocated the construction of the following lines, which in their opinion were most required in the interest of the country:—(1) Downpatrick and Ardglass; (2) Letterkenny and Cross Roads *via* Kilmacrenan, Cresslough, and Dunfanaghy; (3) Stranorlar and Killybegs, *via* Glenties and Ardara; (4) Ballina and Belmullet *via* Killala; (5) Galway and Clifden *via* Oughterard; (6) Tralee and Dingle; (7) Killorglin and Valentia; (8) Skibbereen and Baltimore; (9) Kinsale Station and Kinsale Harbour; (10 and 11) Short branches at Bantry and Dungarvan. The total cost of these extensions, exclusive of rolling stock, was estimated at £825,000.

In addition to these lines the following were also scheduled shortly after the passing of the Act of 1889, subject to the condition that should the available funds not permit of the construction of all of them, a selection should be made with due regard to the circumstances of the respective cases:—(1) Buncrana and Carndonagh; (2) Stranorlar and Gweedore; (3) Donegal, Killybegs, and Glenties; (4) Westport and Belmullet; (5) Headford and Kenmare; (6) Letterkenny, Doochary Bridge, Glenties, and Killybegs; (7) Claremorris and Clifden.

138. Of the above lines thirteen, to which we now refer in detail, were constructed under the Light Railways Act of 1889. Their aggregate length was 238½ miles, including 195 of standard, and 43½ of narrow gauge.

1 and 2.—*Clifden and Killala Lines.*—By agreement with the owning company, the Midland Great Western Company in 1890 undertook to construct, work, and maintain two lines, namely, Galway to Clifden, 49¼ miles in length, and Ballina to Killala, 8 miles in length, in consideration of Government grants of £264,600, and £44,000 respectively. There was no baronial guarantee in either case. The first line was opened in 1895, and the second in 1893.

(1) Section 9 provides for the establishment of Coach and Steamer services, etc.
(2) Between Listowel and Tarbert, in Co. Kerry, and between Ennistymon and Ballyvaughan, in Co. Clare.

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3 and 4.—*Skibbereen and Baltimore, and Bantry Extension.*—The Cork, Bandon, and South Coast Company in 1890 undertook the construction of the Skibbereen and Baltimore line which together with a short extension from Bantry Station to the Harbour made up a total length of 9½ miles, in consideration of free grants of £56,700 and £14,940 respectively. The lines were opened in 1893 and 1892.

5, 6, 7, and 8.—*Mallaranny, Kenmare, Valentia, and Ardglass Lines.*—A similar agreement with the Midland Great Western Company led to the construction of the Westport and Mallaranny line, 18 miles in length, in consideration of a free grant of £131,400. The line was opened in 1894. Another, with the Great Southern and Western Company, provided for the construction of two lines, one between Headford and Kenmare, 19¾ miles, the other between Killorglin and Valentia, 26¾ miles, in consideration of free grants of £50,000 and £85,000. Both lines were opened in 1893. A third, with the Belfast and County Down Company, led to the construction of the Downpatrick and Ardglass line, 8 miles, in consideration of a free grant of £29,980. The line was opened in 1893.

In addition to these free grants, baronial guarantees of interest at 4 per cent. on sums of £60,000 and £70,000 respectively were given towards the Kenmare and Valentia extensions. Another guarantee of interest at 3 per cent. on a sum of £17,000, for which the County Down is liable in perpetuity, was given in respect of the Ardglass extension.

9 and 10.—*Glenties and Killybegs Lines.*—These extensions, consisting of one of 24½ miles from Stranorlar to Glenties, and another of 19 miles from Donegal to Killybegs, were carried out in consideration of free grants of £123,886 and £121,436 respectively, in addition to baronial guarantees on a capital of £1,000 in each case, coupled with obligations on the guaranteeing areas to make good any deficits in working expenses. The lines were opened in 1895 and 1893.

The history of the lines comprising the Donegal system is peculiar. The broad gauge line between Strabane and Stranorlar, formerly owned by the Finn Valley Company, had for some years up to 1876 been worked by the Irish North Western Company, whose system was in that year absorbed by the Great Northern of Ireland. In 1879, a scheme for an extension to Donegal, and its working by the Finn Valley Company, was promoted, the Board of Works advancing £50,000 to the promoting Company on condition that the latter provided an equal amount. Failing to comply with this condition, sufficient funds were not forthcoming, and construction had to be stopped at Druminin, 4 miles short of Donegal, with serious results to the financial position of the Finn Valley Company, and inconvenience to the public. In 1886 the line was completed to Donegal by a separate company with a capital of £19,000 guaranteed at 5 per cent. under the Tramways Act of 1883. Thus the system included a broad gauge line from Strabane to Stranorlar owned and worked by the Finn Valley Company, and two narrow gauge lines—one from Stranorlar to Druminin, and the other from Druminin to Donegal, both worked by the Finn Valley Company, but owned by separate companies. At this time proposals for extensions from Stranorlar to Glenties in one direction and from Donegal to Killybegs in the other were under consideration, but in the circumstances there was little hope of the projects taking practical shape unless some scheme of amalgamation could be effected. After prolonged negotiations, the companies agreed to amalgamate under the title of the Donegal Railway Company, and statutory powers were obtained for the purpose in 1892, but the inconvenience attending a system of mixed gauges remained. Efforts on the part of the Board of Works to secure for the extensions uniformity with the gauge of the Strabane and Stranorlar section, of which it was to form part, having proved unavailing, they reluctantly agreed to the conversion of the latter from broad to narrow gauge, and the same standard was adopted for the extensions. The amalgamated system has since been transferred under the Act of 1906 to the Great Northern of Ireland and the Midland of England Railway Companies under the title of the County Donegal Railways Joint Committee. By this Act the interest of the Treasury in the surplus receipts of the two extensions was transferred to the Joint Committee on payment of £5,000; while the Treasury and baronial liability in respect of the guaranteed capital and of working expenses for these lines and the Druminin to Donegal Extension was cancelled.

11.—*The Achill Extension.*—This extension of the Westport and Mallaranny line, 8¼ miles in length, was constructed by the Midland Great Western Company in consideration of a free grant of £72,578. The extension, which was opened in 1895, was carried out at the instance of the Chief Secretary,(¹) primarily with the object of relieving local distress, in the autumn of 1890.

(¹) Right Hon. A. J. Balfour, M.P.

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12 and 13.—*Collooney and Claremorris Lines.*—The line between Claremorris and Swinford, 18 miles in length, and the line between Collooney and Swinford, 29½ miles in length, were also commenced as relief works, but subsequently, on the completion of an agreement for their construction with the Waterford and Limerick Company, free grants amounting to £146,042 were given, and baronial guarantees of interest at 4 per cent. on £40,000 and £80,000 respectively were obtained under the Tramways Act of 1883. The lines were opened in 1895.

139. Under the Tramways Act of 1895 a number of light railway companies have applied for the redemption of the Treasury guarantee, but so far it has only been commuted in three cases, namely, the West Donegal in July 1898; the Tralee and Dingle, in August, 1898; and the Mitchelstown and Fermoy in November, 1900. The amounts paid by the Treasury, in redemption of their liabilities, were, respectively, £9,167, £80,000, and £26,666.(1)

140. Under the Railways Act of 1896, two narrow gauge lines were constructed in the County Donegal, both of which are worked by the Londonderry and Lough Swilly Company under agreement with the Treasury and the Board of Works. Of these lines, the first between Buncrana and Carndonagh, 18½ miles in length, was constructed in consideration of a free grant of £98,527, the rolling stock being supplied by the working company at a cost of £11,297. The line was opened on the 1st July, 1901. The second, between Letterkenny and Burtonport, 49½ miles in length, was constructed in consideration of a free grant of £313,648 inclusive of rolling stock. The line was opened on the 9th March, 1903. In each case the grant was supplemented by the proceeds of a 4 per cent. stock for £5,000 guaranteed in perpetuity by certain baronies in the county Donegal. The estimated cost of these railways was £437,685, the proposed or authorised Treasury contribution £412,175, and the expenditure to the 30th November, 1908, £409,534.

141. In addition to the projects for new railways mentioned in the preceding paragraphs there is one for a line between Newry, Keady, and Tynan 28½ miles in length, for the construction of which statutory powers were obtained in 1903. We were informed by the Chairman of the Newry Port and Harbour Trust that this railway would assist the inhabitants of the district to improve their business, and to export their cattle and agricultural produce. The line and its equipment were estimated to cost £225,000, towards which £75,000 was promised in 1904 from the Ireland Development grant, conditional on the balance being raised. A local guarantee of £2,000 per annum, to run for 40 years from the opening of the line for traffic, towards interest on the capital, was also obtained, but these inducements have not so far been sufficient to enable the necessary capital to be raised, and construction has not been commenced. In 1909 the promoters obtained an extension of time for construction and the revival of certain powers. This appears to be a case in which the prospects of successful working are insufficient to attract private enterprise, while the resources of the district are inadequate to provide the necessary funds, even with the assistance of a substantial grant of public money.

Irwin, 9786.

142. Summarising the railway extensions carried out under the Tramways Act of 1883 and the Light Railways Acts of 1889 and 1896, we find that 603 miles of line have been constructed, of which 270½ are of standard and 332½ of narrow gauge. We also find that towards the construction of these lines the sum of £1,560,042 has been contributed from public funds, and that in addition, an average annual contribution of £20,728 by way of interest on guaranteed capital has been made by the Treasury for the five years ending with 1908. Capitalised at 33⅓ years' purchase these annual contributions are equivalent to £690,933. In three cases the annual payments have been redeemed by the Treasury by the payment of sums amounting in all to £115,833; so that the total contribution by the State to Irish railways since 1883 may be said to amount to £2,366,808.(2)

143. The following table shows the whole of the railways referred to above. Of these the first sixteen were constructed under the Act of 1883; the next six, constructed under the Act of 1889, are also guaranteed railways under the Act of 1883; while the last two were constructed under the Act of 1896.

(1) and (2) See Board of Works' tables annexed to this Report.

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| Title of Act under which constructed. | | RAILWAY | Mileage: Broad | Mileage: Narrow | Worked by | Share Capital Guaranteed. | Free Grant | Treasury Liability: Maximum | Treasury Liability: Average paid five years ending 1908. | Average Barronal contributions to Dividends and Deficiency five years ending 1908. | Date of opening of line. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | £ | £ | £ | £ | £ | |
| Tramways (Ireland) Act, 1883. | 1 | Schull and Skibbereen, | – | 14½ | Committee of Management of County Council | 57,000 | – | 1,140 | 1,140 | 3,021 | 1886 |
| | 2 | Clogher Valley, | – | 37 | Owning Company | 123,510 | – | 2,466 | 2,453 | 4,097 | 1887 |
| | 3 | West Clare, | – | 27 | Do | 163,500 | – | 3,270 | 2,735 | 3,444 | 1887 |
| | 4 | Cork and Muskerry, | – | 18 | Do. | 76,000 | – | 1,500 | 817 | 817 | 1887–8 |
| | 5 | Cavan and Leitrim, | – | 48½ | Do. | 190,585 | – | 3,811 | 3,662 | 5,446 | 1887–8 |
| | 6 | Carrickfergus Harbour Junction | 1 | – | Midland (Northern Counties Committee) | 6,500 | – | (a) 130 | (a) – | 376 | 1887–8 |
| | 7 | Dabhr and Blessington, | 15½ | – | Owning Company, | 40,000 | – | 800 | 561 | 790 | 1888 |
| | 8 | West Donegal, | – | 4 | County Donegal Railways Joint Committee | 17,000 | – | (b) 340 | 261 | (c) 446 | 1888 |
| | | | | | | | | | (to date of redemption 1908) | (to date of last payment in 1900.) | |
| | 9 | Loughrea and Attymon | 8 | – | Midland Great Western Company, | 24,445 | – | 1,085 | 820 | 890 | 1890 |
| | 10 | Mitchelstown and Fermoy, | 12 | – | Great Southern and Western Company | 60,000 | – | (d) 1,200 | 1,115 | (e) 500 | 1891 |
| | | | | | | | | | (to date of redemption 1900.) | | |
| | 11 | Timoleague and Courtmacsherry, | 8 | – | Committee of Management of County Council | 35,000 | – | 700 | 700 | 1,774 | 1890–1 |
| | 12 | Tralee and Dingle, | – | 37½ | Do | 120,000 | – | (f) 2,400 | 2,400 | 3,975 | 1891 |
| | | | | | | | | | (to date of redemption 1908.) | | |
| | 13 | Ballinrobe and Claremorris, | 12 | – | Midland Great Western Company, | 71,640 | – | 1,433 | 1,075 | 1 075 | 1892 |
| | 14 | South Clare, | – | 28 | West Clare Company, | 120,000 | – | 2,400 | 2,288 | 3 198 | 1892 |
| | 15 | Donoughmore Extension, | – | 8½ | Cork and Muskerry Company, | 30,000 | – | 600 | 500 | 672 | 1893 |
| | 16 | Tuam and Claremorris, | 17 | – | Great Southern and Western Company, | 98 000 | – | 1,960 | 772 | (g) – | 1894 |
| Light Railways (Ireland) Act, 1889 | 17 | Headford and Kenmare, | 19½ | – | Do. | 60,000 | 46,864 | 1,200 | 1,200 | 1 200 | 1893 |
| | 18 | Killorglin and Valentia, | 26½ | – | Do. | 70,000 | 85 000 | 1,400 | 1,400 | 1 400 | 1895 |
| | 19 | Donegal and Killybegs, | – | 13 | County Donegal Railways Joint Committee, | 1,000 | 121,436 | (h) 20 | 11 | (i) 153 | 1893 |
| | | | | | | | | | (to date of cancellation in 1906.) | | |
| | 20. | Strunolar and Glenties, | – | 24½ | Do | 1,000 | 123,836 | (j) 20 | Nil (to date of cancellation in 1906.) | (k) Nil | 1895 |
| | 21 | Colloony and Swinford, | 29½ | – | Great Southern and Western Company, | 80,000 | 146,042 | 1 500 | 200 | 87 | 1895 |
| | 22. | Claremorris and Swinford | 18 | – | Do | 40,000 | | 800 | 287 | 287 | 1895 |
| | 23 | Bantry Bay Extension, | 2 | – | Cork, Bandon and South Coast Company, | – | 14 940 | – | – | – | 1892 |
| | 24 | Ardglass Extension, | 8 | – | Belfast and County Down Company, | – | 29,980 | – | – | – | 1893 |
| | 25 | Ballina and Killala, | 8 | – | Midland Great Western Company, | – | 44,000 | – | – | – | 1893 |
| | 26 | Skibbereen and Baltimore, | 7½ | – | Cork, Bandon and South Coast Company, | – | 60 700 | – | – | – | 1893 |
| | 27 | Westport and Mallaranny, | 18 | – | Midland Great Western Company, | – | 131,400 | – | – | – | 1894 |
| | 28. | Galway and Clifden, | 42½ | – | Do. | – | 264,500 | – | – | – | 1895 |
| | 29 | Achill Extension, | 8½ | – | Do | – | 72,678 | – | – | – | 1895 |
| Railways (Ireland) Act, 1896. | 30 | Buncrana and Carndonagh, | – | 18½ | Londonderry and Lough Swilly Company, | – | 98 527 | – | – | – | 1901 |
| | 31 | Letterkenny and Burtonport, | – | 46½ | Do | – | 313 648 | – | – | – | 1903 |
| | | Totals, | 270½ | 332½ | | £1,513,980 | £1,552 731 (i) | £30,276 | (m) £24,515 | (n) £56,137 | |
| | | | 603 | | | | | | | | |

(a). As the line has not been opened for passenger traffic the Treasury has no liability
(b) (d) (f) Treasury liability released under the Tramways (Ireland) Act 1893.
(c) (e) (i). Barronal liability extinguished under the Great Northern (Ireland) and Midland Railways Act 1906.
(e). Fixed payment under the Great Southern and Western Company's Act, 1900. This liability will be extinguished on 30th June, 1910.

(g) Guaranteeing area indemnified against liability under the Great Southern and Western Company's Amalgamation Act 1900
(h) (j). Treasury liability extinguished under the Great Northern (Ireland) and Midland Railways Act, 1906.
(i) Exclusive of £7 321 for preliminary expenses
(m). Less £3 [illegible] no longer payable in respect of (b) (d) (f) (h) (j).
(n). Less £601 [illegible] longer payable in respect of (c) & (i).

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## XXVIII.—Defects in Legislation.

144. We have already mentioned that owing to want of full consideration the Act of 1883 contained defects which its subsequent working disclosed. In the opinion of the Allport Commission, the limited use which had been made of the Act during the five years in which it had been in operation, and its comparative failure in other respects, were chiefly due to the following causes: (*a*) the cumbrous and expensive procedure; (*b*) the unsatisfactory nature of the guarantee—no payment for any half-year being possible until several months after its close—and the indirect character of the Treasury contribution, affording practically no additional value to the Stock; (*c*) the heavy liabilities imposed upon the guaranteeing areas, not only for interest on capital and for any deficit in working, but also for the further loss which might be incurred in the event of a line having to be taken over owing to any default on the part of the promoters; (*d*) the great responsibility thrown upon the Privy Council; (*e*) the fact that no existing railway company could promote a line under the Act; and finally (*f*) the encouragement given to the promotion of lines on the three feet gauge.

145. Upon the last point, to which the Commissioners attached great importance, they observed:

> "Upon the passing of the Act of 1883 a printed statement was issued by order of the Lord Lieutenant specifying the narrow gauge of 3 feet as that upon which lines, which would be allowed the advantage of the Act, should as a rule be constructed; and announcing that schemes on the broad or normal Irish gauge of 5 feet 3 inches would only be admitted on condition 'that no guarantee should be asked for upon so much of the expenditure as is rendered necessary by reason of the departure from the 3 feet gauge.' This opinion may have been to a certain extent based upon the opinions held, expressed or implied, at the time of the passing of the Act, but it was evidently deliberately taken by the Executive, and, as expressing their views as to the system best suited to the circumstances of the country, must receive most respectful consideration. We regret, however, to have to say that it is our deliberate opinion that this encouragement to the introduction, at various points throughout Ireland, of a gauge different from the standard gauge of the country, was a serious error and that great evils have ensued from it. In this view we are supported by the practically unanimous opinion of those connected with existing railway companies both British and Irish, as well as by many of those who have had experience of proceedings under the Act of 1883, and of the construction and working of the narrow gauge lines which have been actually carried out in Ireland."

They added that the break of gauge entailed additional expense for transhipment and appreciable loss of through traffic both in goods and live stock, while they estimated the saving in the cost of construction, due to the adoption of the narrow in preference to the broad gauge, at no more than from £500 to £700 per mile of single line.

146. The Commissioners pointed out that under the provisions of the Act of 1883, the promoters of a line, and still more the shareholders whose dividends were perfectly secured, had no substantial interest either in its proper construction or in its commercial success; further, that the ratepayers of a district who were responsible for the guarantee had no effective voice either in its application, or in the management of the undertaking; and lastly, that there was an unaccountable absence at every step of the proceedings of such independent control and supervision by the State as might reasonably have been looked for in the circumstances. They laid down three cardinal principles, which they considered essential to the success of any future scheme of railway development:—firstly, that the State guarantee should be directly available to those who supplied the capital; secondly, that the local contribution should be limited in amount, and should bear some proportion to the resources of the district; thirdly, that the Government should closely scrutinize the general as well as the engineering merits of a scheme, and should exercise strict supervision over the work during construction. They accordingly recommended:—

(1) a State guarantee of 3 per cent. on the necessary capital, and also, when required, suitable provision, not exceeding one-third of the cost of construction, for rolling stock and working capital;

(2) a district guarantee equivalent to a rate of 6d. in the pound, to be applied firstly to meet any deficiency in net revenue, and secondly to the reduction of the Government contribution;

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(3) full credit to be given to any branch line for the whole of its own traffic, together with a rebate on traffic contributed to the main line, assessed for periods of five years;

(4) the division of any net revenue from branch lines into two moieties, one to be applied equally to the reduction of State and local contributions, and the other to be retained by the working company.

147. They further recommended that the standard gauge should be adopted as far as possible, and that new lines should be light railways, in the sense that, while conforming to tramway conditions in other respects they should be laid on land acquired for the purpose.

148. The Act conferred no powers in respect of capital beyond such as might be required for construction and equipment. The omission to make provision either for working capital, or for that required to meet extraordinary charges for additions and improvements, has had the effect of casting the whole burden of such outlay on the revenue of the lines. Owing to defects in design or construction, to insufficiency of rolling stock, or in order to meet the requirements of increasing traffic, the companies in several instances have been obliged to expend large sums out of revenue, and have thereby added to the burden on the ratepayers of the guaranteeing areas. An attempt to mitigate this difficulty was made in 1903 by the Board of Works, who with the concurrence of the Treasury suggested to the companies the expediency of forming reserve funds which could be applied to meet abnormal expenditure. Such a fund was to be provided by an annual allocation of a portion of the net receipts, the reduced revenue involving some sacrifice in the shape of increased liability on the Treasury and on the guaranteeing area. The fund when established was to be subject to certain limitations in regard to accretion and maximum, and expenditure therefrom was to be subject to the consent of the Board and of the County Council. The proposal met with the approval of the Board of Trade Arbitrators for the majority of the railways, but in some cases the directors objected, and in others the County Councils refused their assent. Only three companies were found willing to adopt the proposal, namely: the Cavan and Leitrim, the Clogher Valley, and the Cork and Muskerry, the last of which subsequently withdrew from the arrangement.

Lawder, 24546-8.
Barrington, 53978.
O'Donnell, 20310.
Stevenson, 578.
Digges, 52665.
Stevenson, 579.
Digges, 52668a.
Shanahan, 24550.

149. Another defect arising out of the Act of 1883 brought prominently under our notice was the constitution of the boards of directors of guaranteed lines. Section 3 merely enacts that the selection of directors to represent the guaranteeing areas should be made by presentment, and should be left to the discretion of the Grand Juries. The result has been that in the case of lines not transferred to County Councils the shareholders have in all but two cases made use of their powers under the Companies' Acts to elect a number of directors larger than the number of baronial directors provided for in the presentments, thus securing majorities for their representatives on the boards. In the two excepted cases, though the numbers are equal, the chairmen, who have casting votes, are shareholders' directors, and the baronial directors can always be outvoted. Four lines were particularly referred to in evidence in this connection—the West Clare, with five shareholders' and three baronial directors, the South Clare, with equal numbers; the Dublin and Blessington, with four shareholders' and two baronial directors; and the Cavan and Leitrim with eight and six respectively. In only four cases do the representatives of the guaranteeing areas control the management of the undertakings, but in all of these the railways have been transferred to the County Councils, in compliance with Section 10, in consequence of continued deficits in working expenses. We desire to draw special attention to this matter, as the inability of guarantors to obtain any effective voice in the management of the lines was forcibly represented to us. We think it only fair that the guaranteeing areas, which have to bear the entire burden of deficits in working, and one-half or more of the charge for interest, should by electing a majority of the directors have control of the working of the lines. As it is, control is practically in the hands of the shareholders, whose dividends are absolutely secure, even in such an extreme case as the abandonment of a line. They would have nothing to lose by allowing directors to do what they could to lighten the load entailed on the baronies by guarantees, while the ratepayers, who are charged with the entire liability for

Glynn, 7092
7113, 7280.
Gallagher, 28787.
Gray, 26435.



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dividends and deficits, are denied a voice in the management. A shareholders' director, questioned on the point, admitted that his security was so good that it was not necessary for him to insist upon having a share in the government of the line with which he was connected.

Digges, 52561.

150. The greatest defect in the working of the Act that was brought to our notice was in regard to the construction and equipment of the lines. Some of these were promoted by contractors, who afterwards constructed the lines, subject only to the supervision of the Grand Juries. The unsatisfactory results which attended such arrangements are well exemplified in certain specific instances, to which our attention was specially directed, and to which reference will be made in the following section.

151. While a large amount of construction has taken place under the provisions of the Acts of 1883, 1889, and 1896 in districts which in all probability would otherwise have been left without railways, we are of opinion that less railway accommodation has been provided than might have been obtained for the same amount of money had a better system of administration been secured by law. The effect of the Acts has been that lines not always the most useful have been selected for construction; that the creation of small companies whose management was not likely to be efficient has been favoured; that public convenience has been injuriously affected by the break of gauge; and that supervision during construction has not been efficient. It is also to be regretted that statutory effect has not been given to the recommendations of the Allport Commission, especially in regard to the representation of guaranteeing ratepayers on boards of directors; the direct application of State credit to the raising of capital for construction, and the limitation of the liability of guaranteeing areas to a maximum charge of 6*d.* in the pound, all of which objects the Government were understood to have in contemplation when the Bill of 1889 was introduced.

Stevenson, 4153.

152. Much of what we have had to record as unfortunate in the past history of Irish light railways and as unsatisfactory in their present condition is we consider attributable to defects in the Act of 1883. Such legislation, which must necessarily be experimental in character, calls in an especial degree for careful framing and full consideration, neither of which the Act received, owing to its introduction at a late period of the session, when adequate discussion was impossible. The errors and omissions due to this circumstance, though pointed out five years later by the Allport Commission in clear and emphatic terms, have never since been remedied, and the law on the subject remains substantially what it was in 1883. The chief results of legislative mistakes have been difficulty in raising capital; waste of resources; want of supervision by the State, entailing faulty schemes, bad construction, and insufficient rolling stock and equipment; unsuccessful administration; want of provision to meet working expenses or special expenditure; heavy and unforeseen burdens on localities; incapacity of guarantors to influence management; and, finally, a continued sense of local discontent, notwithstanding the expenditure of large sums of public money, intended to give local satisfaction.

## XXIX.—Examples of the Results of Legislative Defects.

153. The following specific instances are given to illustrate the defective working of the Tramways Act of 1883.

(1) *The Schull and Skibbereen Tramway and Light Railway,* 14½ miles in length, which was opened in 1886, has a Capital of £57,000, on which interest is guaranteed at the rate of 5 per cent. For the five years ending with 1908 the receipts averaged £4 3s. 3d per mile per week, and the expenditure £5 18s. 7d. During the five years the loss in working averaged £1,311, and the payments by the baronies, including interest on capital, £3,021 per annum.

154. The Chairman of the Committee of Management and other witnesses informed us that the line as originally promoted received the support of the Grand Jury on the understanding that it would when completed be worked by the Cork, Bandon and South Coast Company, who they asserted declined at the last moment to fulfil their engagement.

Burke, 24140.

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We were also told that owing to the manner in which the Company was financed by London bankers, not only were local interests neglected, but some £8,000 which should have been applied to the construction of the line was swallowed up in promotion and other expenses. The witnesses further alleged that neither the Grand Jury nor the Board of Works had exercised proper supervision during the period of construction, and that the Board of Trade had been remiss in certifying the line as fit for traffic, adding in support of their contention that within nine months of the Board of Trade inspection the line had to be closed, owing to the complete breakdown of the engines. Before it could be reopened, a temporary loan of £1,600 had to be raised by the baronies in order to provide an additional engine and to carry out necessary improvements. On this point we were informed that approval of the plans of a projected railway by the Board of Trade is not required; that they are not responsible for authorised curves and gradients; and that their only power under the Regulation of Railways Act of 1842 is to determine whether a line is fit for traffic from the point of view of public safety. The functions of the Board of Works, as already mentioned, were strictly limited to reporting on engineering merits and on the sufficiency of capital. They had no power to exercise supervision over works constructed under the Act of 1883.

Roycroft, 35737-45. 35800-10.
Evans, 35955, 35978
Roycroft, 35750. 35755-7.
Appendix Third Report, p. 365.
Appendix 30 Third Report.

155. A conclusive commentary both on the faulty construction and defective equipment of the line and on the ineffective supervision of the Grand Jury, is afforded by the report of the Inspecting Officer to the Board of Trade. General Hutchinson stated that "the promoters had made default both in the working and maintenance of the line;" that the engines supplied by the contractors were incapable of hauling a load of 30 tons up the steepest gradients as provided in the specification; that the fire-boxes leaked so badly as to extinguish the fires; and that in addition to placing the engines in a thorough state of repair, it was absolutely necessary to provide another engine. He also referred to the failure of the turntables; to the want of ballast; to the defective laying of parts of the permanent way; to the inferior quality of the sleepers; to the lightness of the rails, which weighed only 45 lbs. instead of 60 lbs. per yard; and to the fact that they were not properly secured. In giving evidence before the Allport Commission in May, 1887, General Hutchinson mentioned that, owing to the excessive sharpness of the curves, several of which are of 2½ chains radius, the Board of Trade had been obliged to limit speed at points where they occur to four miles an hour, and had also imposed stops at nine other points where roads were crossed on the level. In such circumstances it is manifest that the cost of maintenance must be much higher than it would be in normal conditions.

Burke, 24074–7.
Appendix, Third Report, p. 365.
Roycroft, 35810.

156. In July, 1892, in consequence of continued deficits in working, the line was transferred, as provided by the Order in Council, to the Grand Jury. In 1898 it devolved upon their successors, the County Council, and it has since remained under the control of a Committee of Management appointed by them. The Committee appear to be doing their best under adverse circumstances, and although liable for an annual payment of upwards of £2,800, they have recently provided a new engine and some additional rolling-stock at a cost of from £1,400 to £1,500.

157. The line, which was inspected by a section of the Commission in 1908 has been worked for twenty-two years, and the rails are much worn, which is not to be wondered at, considering that both rails and sleepers were not of the specified quality, and that the wear and tear due to bad curves and gradients is naturally excessive. At several points where gradients of as much as 1 in 22 are followed by sharp curves, there is positive danger, owing to the difficulty of restricting speed, especially when the rails are slippery, to the four mile limit of safety. There appears to be no physical difficulty in the way of improving curves and reducing some of the gradients to 1 in 50. Such improvements would enable the engines to draw heavier loads, and are to be desired, inasmuch as the maximum train loads in existing conditions are too small to admit of remunerative working.

158. In 1902, and again in 1906, representations on behalf of the Committee of Management, supported by resolutions of the local authorities, were made to the Irish Government with a view of obtaining a grant towards carrying out improvements in the permanent way and providing additional rolling stock. The cost of the necessary work, including the reduction of all curves to a minimum radius of 10 chains (entailing practically the entire reconstruction of the line), was estimated in 1902, by the Company's Engineer, at £25,000. Another estimate made in 1906 which contemplated the reduction of the

Roycroft, 35792, 35917–8.
Evans 35958.



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worst curves to a 6 chain radius, amounted to £10,000. In the absence of more accurate surveys than the Committee have felt themselves in a position to undertake, any estimate can only be regarded as approximate; but we incline to the belief that a sum of from £12,000 to £15,000 would probably suffice to put the line into sound working condition. Having regard to the unsatisfactory state in which the undertaking was handed over to the Grand Jury, and to the onerous burden which it has since imposed upon the rate-payers, we think that their claim for assistance is one that might reasonably be entertained.

159. (2) *The Tralee and Dingle Railway*, 37½ miles in length, of which 16 are on public roads, was opened in 1891, and has a capital of £120,000 on which interest at the rate of 4 per cent. is guaranteed. For the five years ending with 1908 the receipts averaged £4 6s. 1d. per mile per week, and the expenditure £6 10s. 11d. During the five years the loss in working averaged £4,375, and the payments by the baronies, including interest on capital, £5,975 per annum. In 1898 the liability of the Treasury for half the interest on the capital was redeemed at 33⅓ years' purchase, under the Tramways Act of 1895, by the payment of £80,000, reducing the capital to £40,000, and thereby effecting a saving to the ratepayers of £800 a year. In 1896, owing to continuous deficits in working, the line was transferred to the Grand Jury, and has since been controlled by a Committee of Management. Evidence given by the Chairman of the Committee showed that the construction of the railway had been faulty and the rolling stock insufficient, while maintenance and working were abnormally expensive owing to steep gradients and sharp curves. The original cost averaged only £2,700 per mile; and so imperfectly was the work done, that no less than £110,000 has had to be spent out of revenue in necessary improvements.

O'Donnell, 20262.
Hackett, 7031.
O'Donnell, 20289, 20310.

20306–8.

160. In May 1893, a mixed passenger and cattle train was derailed at Camp, about ten miles from Tralee, and most of the carriages rolled down a steep bank into the bed of a river, with a loss of three lives and injuries to thirteen passengers. This disaster was attributed in evidence to faulty construction, but was stated at the Board of Trade inquiry, to have been due to the speed of the train, which got beyond the control of a driver inexperienced in maintaining steam and manipulating continuous brakes. The Inspecting Officer stated that a properly constructed three-chain curve was quite safe if the speed of trains did not exceed five miles per hour, and that there would have been no danger had proper care been taken. He was however of opinion, looking to the risk of trains getting out of control, that a deviation, which would improve both gradients and curves, ought to be made. The accident cost the Company about £10,000 for compensation and repairs. Evidence was given as to alleged laxity on the part of the Board of Trade and the Board of Works, but as already mentioned the statutory powers and duties of both Departments were extremely limited.

Appendix 23, Final Report.
O'Donnell, 20308.
Appendix, Second Report, p. 329.
Appendix 29, Third Report.
Stevenson, 4324–5.

161. Efforts have recently been made by the Government to procure the transfer of the undertaking to the Great Southern and Western Company, who were invited to put the railway in order and to assume responsibility for working it, in consideration of a substantial grant, but the negotiations were not successful, and the proposal was allowed to drop. Subsequently the Irish Government, recognising the necessity for improvements, and for additions to the rolling stock, sanctioned the application of £23,500 to these purposes out of the Irish Development grant. The extensive improvements in curves and gradients, including the deviation recommended by the Inspecting Officer of the Board of Trade in 1893, which are now being carried out, will not only lessen the risk of accident, but will doubtless benefit the guaranteeing area by diminishing working expenses and reducing the cost of maintenance.

McCowen, 17454.
O'Donnell 20318.
20324.
M'Cowen, 17455.
O'Donnell, 20318

162. (3) *The Ballinscarthy, Timoleague, and Courtmacsherry Railway*, 9 miles in length, was opened in 1890-1, and has a capital of £35,000 on which interest at the rate of 5 per cent. is guaranteed. It consisted originally of two lines, authorised by separate Orders in Council, but is now worked as one undertaking. The receipts for the five years ending with 1908 averaged £3 16s. 4d. per mile per week, and the expenditure £5 7s. 4d. During the five years the loss in working averaged £724, and the payments by the baronies, including interest on capital, £1,774 per annum. The evidence shows that the line was badly constructed, that it has sharp curves and steep gradients, and that the rolling stock was so insufficient that a new engine and additional wagons had to be purchased out of revenue immediately after the opening of the line. It is physically connected with the Cork, Bandon, and South Coast Railway, and as both are of standard gauge, and the

Coe, 35018, 35046–8.
Armstrong 35176–9. 35180.

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Bandon Company give facilities for through traffic, rolling stock can be interchanged, and working is more efficient and less costly to the ratepayers than it would otherwise have been. In July, 1896, owing to continued deficits in working, the line was transferred to the Grand Jury, and has since been controlled by a Committee of Management.

163. The line was inspected by a section of the Commission. We are satisfied that it could be worked with greater benefit to the public, and with less financial loss to the guaranteeing area, if certain small deviations involving the improvement of curves were carried out. The estimate of £5,500 for the proposed works is, we are assured, reasonable. The Board of Works consider that such a sum could be beneficially spent upon the line, and we have no hesitation in recommending a grant of that amount.

164. (4) *The Cork and Muskerry Railway*, 18 miles in length, was opened in 1887, and has a capital of £75,000, on which interest at the rate of 5 per cent. is guaranteed. For the five years ending with 1908, the receipts averaged £10 8s. 11d. per mile per week, and the expenditure £8 3s. 8d. During the five years the profits averaged £2,117 per annum, while the payments by the baronies towards interest on capital averaged £817, the maximum liability being £2,250. This is one of the few guaranteed lines that produce any surplus revenue applicable to the payment of dividends. The line was inspected in 1908 by a section of the Commission, to whom it was suggested that certain improvements were desirable for the convenience of the public and for the development of traffic, including the reduction of objectionable curves near Coachford Junction and Dripsey, the lengthening of loops at both stations, and at Myshall; additional siding and platform accommodation at Cork and Coachford; and provision for a double line junction and turntable at the latter. The most serious defect at the time of opening was the insufficiency of rolling stock, attributed to the action of the Privy Council in cutting down the guaranteed capital from £78,000, the amount presented by the Grand Jury, to £75,000. This reduction has from the outset necessitated considerable expenditure out of revenue. Difficulty is experienced in working the traffic at Cork terminus, where the siding accommodation is badly laid out. No provision for enlargement has been made either there or at Coachford Junction, where owing to the want of a second line and of a turntable trains for Coachford have to run with the tender in front of the engine. Colthurst, 37949-54. 38007, 38026

165. The company have expended about £15,000 out of revenue in making improvements since the line was opened; and inasmuch as this amount might in ordinary circumstances have been applied towards the reduction of local liabilities under the baronial guarantee, we consider there is fair ground for State assistance.

166. (5) *The Donoughmore Extension Railway*, 8½ miles in length is in a less fortunate position. The line which is worked by the Cork and Muskerry Company for actual cost, was opened in 1893, and has a capital of £30,000, on which interest at the rate of 4 per cent. is guaranteed. For the five years ending with 1908 the receipts averaged £3 4s. 11d. per mile per week and the expenditure £3 19s. 11d. The average annual payment by the baronies including interest on capital was £932. In consequence of continued deficits in working, the line was transferred to the County Council in 1898, and has since been controlled by a Committee of Management. The laying out and construction of the line appear to have been imperfectly supervised, as it exhibits a series of reverse curves, of radii varying from five to eight chains, which might have been avoided. The ballast both on the extension and on the main line is of poor quality, but as there is abundance of suitable rock at several places, this defect could be easily remedied if stone-crushing plant were provided. The improvements suggested to a section of the Commission in the course of their inspection included the elimination of reverse curves near Gurtmills; the reduction of a sharp curve between that place and Donoughmore; the provision of larger turntables at Donoughmore and St. Ann's Hill; an additional loop at Fox's Bridge; and the provision of stone-crushing plant at a convenient centre, with a view to supplying ballast both for the Cork and Muskerry Railway and for the Donoughmore extension. Aherne, 36728-42. O'Connor, 36780-5. Aherne, 36765 36821-35.

167. The entire system has on the whole been well maintained, and the rolling stock appears to be in good condition. Little however in the way of improvement can be done on the Donoughmore Extension, where working expenses are considerably higher than the receipts. The total amount asked for by both companies is £11,800. This estimate is considered reasonable by the Board of Works, and we trust that the application may be entertained.

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168. In the case of the light railways to which we have now referred, we recommend that grants should be given, to enable improvements and renewals to be made for which no money is available locally, without waiting for a general scheme of unification, which, in any case it must necessarily take some time to carry into effect. Grants if made should however be subject to the condition that the lines should be absorbed by larger railways, and that their existence as separate undertakings should come to an end. There can, we think, be no doubt that in the case of these lines traffic has been retarded, and their full utilisation prevented, by faulty construction and insufficient equipment, arising from inapt and defective legislation, rather than by any want of efficient administration and management.

We now proceed to deal with certain other light railways with regard to which we had evidence of unsatisfactory working.

## XXX.—The West and South Clare Railways.

Barrington, 53835-6.

169. The West Clare Railway, 27 miles in length, connecting Ennis with Miltown Malbay, was opened in 1887. The capital, originally fixed at £179,548, was reduced by the Board of Works and by the Privy Council to £163,500, on which interest at the rate of 4 per cent. was guaranteed by the county. We were informed that the construction and equipment of the line were seriously embarrassed by the curtailment of the capital, and by the discount of 20 per cent. at which alone the stock could be issued; indeed so great was the difficulty in raising capital that about a year after the commencement of the works the promoters were constrained to obtain an advance of £54,400 from the Board of Works under the Act of 1886. The last instalment of this advance was repaid in 1895. The average receipts of the line for the five years ending with 1908 were £9 7*s.* 11*d.* per mile per week, and the average expenditure £9 2*s.* 9*d.* During the five years, the average annual profit was £363, while the contributions of the guaranteeing area towards interest on capital averaged £3,444 per annum.

54000.

Second Appendix, 15, Fourth Report.

Barrington, 53835-6.

170. The South Clare Railway, 27 miles in length, connecting Miltown Malbay with Kilkee, was opened in 1892. The capital, estimated by the promoters at £127,253, was reduced to £120,000, on which interest at the rate of 4 per cent. was guaranteed. We were told that a reduction of about £3,000, made at the instance of the Board of Works, necessitated the abandonment of repairing shops for which provision had been made, but be this as it may, the limitation of capital and the low rate of interest had the merit of relieving the guaranteeing areas of part of the liability which they might otherwise have had to bear. The average receipts of the line for the five years ending with 1908 were £5 15*s.* per mile per week, and the average expenditure £6 5*s.* 1*d.* The average loss was £684 per annum, and the average annual contributions of the guaranteeing area towards interest and deficits was £3,196. The South Clare line is worked at cost price by the West Clare Company, under an agreement renewed annually.

54000.

171. On two occasions in 1906 the Clare County Council adopted resolutions calling the attention of the Irish Government to the liability of the ratepayers in respect of these lines, and soliciting an enquiry with a view to devising some measure of relief. A further resolution resulted in a petition to the Lord Lieutenant praying that the County Council might be directed to appoint a Committee of Management. We have no information as to the sequel of this petition, beyond an intimation given by the Chief Secretary, (1) in reply to the Member for East Clare, in November 1906, that as the matter would be brought before us by the County Council, the Government were not disposed to take action pending the completion of our inquiry. Whether the circumstances of the West Clare Railway are such as to warrant the appointment of a Committee of Management appears to turn on the interpretation of the terms of the Statute, and in particular as to whether the expression "two years," specified in the Act of 1883, is synonymous with four half-years. In the case of the West Clare line, the expenses had exceeded the receipts in two consecutive years, but not in four consecutive half-years. The practical result, so far as the ratepayers are concerned, is alike in both cases. Whatever may be the true interpretation in this case there can be no ambiguity in the case of the South Clare Railway, since deficits which the baronies had to make good occurred in each of six consecutive half-years, as specified in the South Clare Railway Order of 1890. It would therefore appear that nothing but the appointment of a Committee of Management is needed to enable

Appendix 18 (III. V.), First Report.

Appendix 25, Final Report.

Parliamentary Debates, 1906, Vol. CLXIV., p. 340-1.

(1) The Rt. Hon. James Bryce, M.P.

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the County Council to take possession of the line. Should it be deemed inconvenient to leave one line in the hands of the company, while transferring the control of the other to the County Council, it should not be overlooked that the Donoughmore Extension of the Cork and Muskerry railway, controlled by a Committee of Management, is worked at cost price in a satisfactory manner by the parent Company. There would therefore appear to be no reason—pending the adoption of a general scheme for unification—why the South Clare line, under a Committee of Management, should not continue to be worked by the West Clare Company at cost price while the substitution of a Committee, appointed by the County Council for the present directors, would have the advantage of removing the grievance upon which several witnesses dwelt, namely, that the baronial directors being in a permanent minority have no voice in the management.

Aherne, 36750–3. 36792–6, 36859–62.

Colthurst, 38079.

172. All the local witnesses complained of the failure of the Great Southern and Western Company to keep promises said to have been made by them to the County Council at the time when negotiations for the amalgamation of the Waterford and Limerick Railway with their system, were in progress, and in consideration of which the Bill for amalgamation (passed in 1900) received the support of the local authorities. We were informed that pledges were given by the Company that if the amalgamation received the sanction of Parliament, and if the Company took over the Clare lines, they would indemnify the County Council against all liability in respect of guaranteed capital and working expenses. It was further stated that the Company expressed both desire to take over the lines, and willingness to promote a Bill seeking the necessary powers; placing themselves under obligations that traffic should not be diverted, reduced, or hampered, to or from Kilrush or Ennis; that Limerick and Ennis should be grouped for cross-channel rate purposes; that there should be through trains from Dublin, Rosslare, and Cork, to Ennis; and that during the tourist season the special fares and facilities accorded to Killarney should be applied to Clare.

Glynn, 7237.

Moloney, 8267–15.

173. The evidence shows that in January, 1902, a year after the amalgamation took place, the Great Southern and Western sounded the West Clare Company as to the terms on which the lines might be transferred; that a counter proposal suggesting an offer of terms from the other side was made in reply; that beyond an engineering inspection of the lines made on their behalf no further steps were taken by the Great Southern and Western Company; and that a few months later they informed the County Council that they were endeavouring to the best of their ability to carry out their undertaking. The representative of the Great Southern and Western Company explained to us that the promises referred to had been conditional upon the abandonment by the Midland Great Western Company of competition for the Ennis traffic; that so far from this condition being observed, additional facilities had been given to the Midland Great Western, rendering the competition keener than it was before; that the circumstances at the time must be taken into account; and that the local authorities, in place of carrying out a give-and-take arrangement, had really gained some advantage without giving up anything in return.(1)

Glynn, 7243, 7344.

Neale, 47938.

174. There appears to be no disposition on the part of either party to carry out the arrangements contemplated in the promises. We think that the prospect of a settlement would have been advanced had the Great Southern and Western Company made a specific offer of terms to the Directors of the Clare Company for the acquisition of their lines, and it is also to be regretted that the Clare Directors did not show greater concern for the interests of the ratepayers. We are clearly of opinion that the absorption of the Clare lines into the system of the Great Southern and Western Company would have been beneficial alike to the public and the locality.

Quite apart from the ratepayers' interests, those of the district should we think have received greater consideration, as there can be little doubt but that a marked development, more especially of the tourist traffic, would have resulted if the working of the Clare lines had passed into the hands of the Great Southern.

175. Among the witnesses who gave evidence with regard to the Clare lines was Mr. R. H. Livesey, formerly General Manager and Locomotive Engineer of the Donegal Railway. The report of an investigation into their working which he made to the Board

(1) The goods trains between Limerick, Ennis and Athenry, arranged in accordance with the running powers granted to the Midland Great Western Company, have been discontinued since the 10th January 1910. (Letter from Company of 26 April, 1910).

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Appendix 5, Third Report.

of Works in 1907, under Section 7 of the Railwaye (Ireland) Act of 1896, was also transmitted to us by the Irieh Government. The general effect of Mr. Livesey's report and evidence was that the working of the Clare lines had been extravagant, ae compared with the working of the Donegal Railway, a narrow gauge line 91(1) miles in length, of similar construction, but with heavier gradients. Mr. Livesey told us that while the working expensee of the Clare lines in 1906 were £404 10*s.* per mile, thoee of the Donegal railway had been only £236 per mile; and that had the former been worked at the same rate there would have been a eaving of £8,475 in the course of the year. The actual results of working for the three years ending with October 1906 showed a loes of £36,871, or an average loss of £12,290 per annum, the greater portion of which fell upon the guaranteeing area. Maintenance of permanent way, worke, and stations in 1906 coet £101 per mile on the Clare lines, as compared with £47 on the Donegal Railway, although the ratee of wagee on the latter was considerably higher. As instancee of administration which he considered extravagant, Mr. Livesey stated that a epecial staff of thirteen men, coeting £360 a year, were permanently employed in ballasting and other work which ehould be done by the ordinary staff of platelayers; that the number of painters and fitters employed was needleeely large; and that the material used in the carriage shops was quite unsuitable. He also mentioned the high salary paid to the storekeeper, whom he considered unnecessary, and to the fees, amounting to £315 a year, paid to Directore, most of whom reside in Dublin. On the other hand, he admitted that the department of the Secretary and Accountant in Dublin was well organised, and that the traffic department appeared to be eatiefactory. The witnese stated that, eo far as he could ascertain, no additions to rolling etock had been made in the three years under review, but that he had found it difficult to make anything of the information given to him on this point. It ie not easy to underetand the heavy expenditure incurred under this head since the opening of the line, bearing in mind that, according to evidence given in 1887 before the Allport Commission, by the present Engineer of the railway, rolling stock to the value of £750 per mile had been provided at the outset.

Livesey, 34722.
34732.
34703.
34706.
34958.
34718.
34731.
34902–8.

Barrington. 54035–46.
Appendix 41 (VIII.) Final Report.

176. In reply to thie evidence, the repreeentative of the West Clare Company explained that the working expenses of the Clare linee included charges for improvements, rolling stock, and other items which in ordinary circumstances would have been charged to capital; that extraordinary expenditure, amounting to nearly £19,000 had been incurred in the couree of the three years; and that there had been a much greater volume of traffic per mile on the Clare linee than on the Donegal Railway. On these points we have only to observe that, whatever may have been the proper allocation of expenses between capital and revenne, the want of capital left the companies no alternative but to charge all such outlay to revenue. On the other haud we have little doubt that the lines would have been worked more economically had they been taken over by the Great Southern and Weetern Company.

Griffin, 7562–6
O'Loughlin, 8392–5, 8410.
O'Doherty, 38410.
Westropp, 21459–63.

177. Complaints of unsatisfactory working made by eeveral witnesees related principally to train services, inadequacy of rolling stock, and rates and facilities for the carriage of cattle and such articlee as turf, kelp, egge, and butter. Some witnesses referred incidentally to high rates charged by the Great Sonthern and Western Company for the conveyance of etone from Lahinch, and of slatee from Killaloe to Kilrush, while the prsferential treatment eaid to be given to Limerick over Ennis wae denounced as a breach of the promise given at the time of the amalgamatiou, that these towne should be grouped. One witnese etated that the rates for hardware, groceries, and other commodities from English stations to Ennis, were from 50 to 56 per cent. higher than the corresponding rates to Limerick, though the difference in distance is only 24 miles.

Glynn, 7150–7.
Griffin, 7661–2.

178. With regard to train eervice, trains were eaid to be unneceeearily numerous, and their speed to be eo slow ae to merit the designation "heart breaking," while the want of a connection during the winter months with a Dublin train arriving at Ennis at 3 p.m., entailing a wait of 3½ hours on paesengers for Kilrush, was cited as an instance of indifference to the needs of the district. We recognise the difficulty of providing trains sufficient in number to meet the requirements of mails and local traffic, as well as to make connections with the Great Southern Company's trains at Ennie, without increasing the number of trains beyond the requirements of local eervice, but the matter is one which must be left to the discretion of the Directors, and if the baronial directors were in a

(1) Since increased to 110 miles by the opening of the Strabane and Letterkenny line (19 miles).

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majority, as we think they ought to be, the ratepayers would have no reason to complain. With regard to speed, the statutory limit on light railways being 25 miles per hour, the average speed must be low when stations are numerous, as they are on the Clare lines, particularly in the case of mixed trains which involve much shunting. Griffin, 7591–2.

179. A complaint of want of cattle wagons appears to have been well founded, but the company informed us that they had increased their rolling stock by ten wagons, and hoped that this would prove sufficient. Complaints were also made of shortage of wagons for the conveyance of turf and kelp, both of which are important industries in the County Clare. We were informed that the railway officials had been in the habit of giving a preference to consignors of turf who paid them commissions on its sale; that the practice inflicted loss and inconvenience on traders; and that its existence had been admitted by the issue of a circular in 1905, directing station masters to discontinue dealing in this article. While we trust that this order is enforced, we regret that such an irregularity should apparently have been allowed to continue for some years before it was checked. With regard to kelp, the production of which is one of the few local industries, giving employment to the poorest people in the summer months, we were told that in 1906, 800 tons of this article were delayed for more than a month owing to shortage of wagons; that two out of four vessels specially chartered had to be sent away empty from Kilrush, where kelp is generally shipped; and that part of the shipment had to be re-stored at a cost of £30. The company's explanation was that they were discharging a cargo of coal at Kilrush, and that ballasting requiring the use of a certain number of wagons was going on at the time. The Manager of the railway was unable to appear at the time fixed for receiving his evidence, but he furnished an abstract in reply to complaints, which is printed in the Appendix. The complaints which we have cited point to the inexpediency of perpetuating the independent existence of small lines, whose resources are so limited that they cannot be worked to the best advantage. Glynn, 7165. Griffin, 7569. Garry, 7812–6. Glynn, 7434–5. Appendix 12, First Report. Glynn, 7178–9. Appendix 16 Final Report.

180. A point which was brought to our notice in connection with the West Clare Railway shows how inequitable to the ratepayers the system of levying rates half-yearly, may be. In this particular instance the railway financial year commences on the 1st May, and in consequence the Treasury reap the benefit of the tourist receipts, obtaining thereby a considerable reduction of their maximum liability, while the whole of the deficit on the working expenses in the second or "lean" half-year has to be borne by the guaranteeing area. Counsel for the Railway Companies stated that since the opening of the line the Treasury had benefited from this cause to the extent of £12,000, while the ratepayers had suffered a loss of £8,000. Glynn, 7247. 7523.

181. A question referred to in evidence was the extension of railways in East Clare. One witness who advocated the construction of a line from Ennis to Scariff, a distance of 22 miles, informed us that the construction of this line had been contemplated as far back as 1886, and that resolutions in favour of it had been adopted by the Grand Jury in 1892. In 1897 the Irish Government offered a grant of £62,000, half the estimated cost of construction and equipment, on condition that the other half should be guaranteed by the County. The scheme was however rejected by the Grand Jury, and the grant was allocated to a line in County Donegal. Several witnesses were of opinion that if such an offer were renewed money could be better spent in converting the existing Clare railways from narrow to broad gauge, at a cost which would not exceed £100,000, if indeed it amounted to as much. Westropp, 21466. 21468. 21483. Glynn, 7246, 7443–8. O'Doherty, 38452 Livesey, 34795–6, 34887–93, 34966–71. Shea, 41929–31.

## XXXI.—The Cavan and Leitrim Railway.

182. This railway, which meets the Great Northern at Belturbet, and the Midland Great Western at Dromod, also has a branch from Ballinamore to Arigna. It was originally designed to extend beyond Arigna as far as Boyle in County Roscommon, while another Company was to construct a connecting link from Dromod to Strokestown, and eventually to Roscommon; but the Boyle extension scheme was thrown out by the Roscommon Grand Jury, and the other was rejected by the Privy Council, owing to informality in the presentment. The abandonment of the extension which would have opened up an important cattle rearing district in County Roscommon undoubtedly prejudiced the utility of the railway from the first. Owens, 38486. O'Farrell, 38518–24.



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Tables annexed to Final Report.

183. The total length of the line is 48½ miles, of which 13 are in Cavan, 34 in Leitrim, and 1½ in Roscommon. The total issued capital is £190,585, on which interest at the rate of 5 per cent. is guaranteed, by Counties Leitrim and Cavan, upon sums of £146,260 and £44,325 respectively. The average receipts for the five years ending with 1908 were £4 14*s.* 3*d.* per mile per week, and the average expenditure £4 11*s.* 2*d.*, the whole average annual profits being £381. The net liabilities of the guaranteeing areas, since the opening of the line averaged £5,446 per annum. For financial purposes the line is divided into two sections, in such a way that the guaranteeing area in County Leitrim is responsible for 4 miles in County Cavan, and for 1½ in County Roscommon. The County Surveyor of Leitrim, who drew our attention to this anomaly, considered that the burden should be apportioned more equitably between the two Counties.

Clarke, 30739, 30745–6.

184. Contrary to the experience of other light railways, the greater portion of the capital was raised at par, a sum of only £66,000 having been advanced by the Board of Works at 4 per cent. under the provisions of the Public Works Loans Tramways Act of 1886. In 1896, when the loan was repaid, the baronial shares were at a premium, and the transaction resulted in a profit of some £20,000, which the Treasury surrendered to the company on certain conditions. Additions to rolling stock and other necessary improvements were made with a portion of this money. The levy on the guaranteeing areas has however been increased by £600 a year for the purpose of forming a reserve fund, as described in par. 148.

Second Appendix, 15 Fourth Report.

186. The line appears to have been well constructed, though in the opinion of the traffic manager, gradients of 1 in 30 and curves of 4 to 8 chains radius might have been avoided had less economy been exercised. Some of the gradients have since been reduced by taking 6 feet off the crowns, one curve has been relaid with 65-lb. rails properly bent, and we were told that further improvements of a similar nature would be carried out. A sum of £22,300 was also provided for rolling stock, and speaking generally the ratepayers seem to have obtained better value for their money in regard to construction and equipment than the guarantors of other light railways which have come under our notice.

M'Adoo, 53650–6.

186. One of the complaints submitted to us, of which we had no other example, related to the refusal by the directors of permission to a baronial auditor to examine the station accounts, on the ground that complete accounts were open to inspection at the head office. The controversy, in which a personal element was conspicuous, will be found recorded at considerable length in the minutes of evidence and in the Appendix. We do not wish to refer to this matter further, but we are clearly of opinion that, in the case of a line sustained by public guarantees, an auditor, duly appointed by the ratepayers is fully entitled to examine any of the company's accounts, whether kept at the stations or elsewhere.

Gannon, 40520–35, 40577–88.

Appendix 12, Fourth Report. Digges, 52628–59.

187. The principal complaints affecting the promotion and management of the line which we investigated were three in number, namely (1), the alleged breach of faith in regard to the representation on the Board of Directors; (2), the misleading estimates of liability, on which the guarantees were obtained; and (3), the close and undesirable connection between the railway company and the Arigna mining company.

188. The first of these complaints is one with which we are only too familiar, but it appears in this instance in an aggravated form. It found expression in the following resolution submitted in 1906 by the Leitrim County Council to the Chief Secretary, who forwarded it for our information.

"That we, the County Council of Leitrim, refuse to hand over any subsidy in future in aid of the "Cavan and Leitrim Railway until such time as the Irish Executive Government appoint a Commission "to inquire into the working of the undertaking. The representation of the County Council on the "Directorate of this line being absolutely powerless to bring about any reformation in the working of this "Company, as they can be out-voted at all times by the Directors who are supposed to represent the share "capital, and who have no interest in the economic working of the Cavan and Leitrim Railway, as the "shareholders must get their guaranteed 5 per cent. under existing arrangements. We are convinced that "until such time as the Ratepayers have a majority of Directors on the Board, the proper means will not "be taken to economise and to bring redress to the people living in the guaranteeing area."

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The views of the County Council as expressed in this resolution were confirmed by the evidence of local witnesses, and we were further informed that a statement widely circulated by the provisional committee when the promotion of the line was under consideration, led the ratepayers to believe that they would have such a majority on the board as would virtually give them the control of the undertaking. What happened however was this. The Order in Council, while restricting the baronial representation to six directors, four for Leitrim, aud two for Cavan, made no reference to the shareholders' representation, and the board, as at first constituted, consisted of five shareholders and six ratepayers directors, thus leaving the ratepayers with a majority of one. When however on the passing of the Local Government Act of 1898, the right of appointing baronial directors was transferred from the Grand Juries to the County Councils, the number of shareholders' directors, appointed under the Companies Acts, was increased from five to eight, with the result that the controlling power passed from the representatives of the baronies to those of the shareholders, who had no matsrial interest in the economical working of the line. It is unnecessary to enlarge upon the injustice of such an arrangement, as we have already expressed our views on the subject. The shareholders' directors contended that no undue advantage was taken of their position, and the evidence shows that on several occasions questions of importance were adjourned to enable Baronial Directors to attend, and that voting on what may be called "party lines" had only taken place on five different occasions since 1904.

Gray, 26402, 26434–5, 26558–68. Gannon, 40506–7, 40512–3. Lawder, 24457–8. 24456, 24579. Gray, 26484–6, 26569–75. Smyth, 30451–3. Digges, 52564–6.

189. The second complaint, ou which there was no difference of opinion among the local witnesses, had reference to the misleading estimate embodied in the statement circulated by the provisional Committee of the probable liability to be incurred by the guaranteeing areas. This estimate led the ratepayers to believe that the maximum levy from the County Leitrim would not exceed 2*d.* in the pound; that the line might be expected to give a return of about £6 per mile per week within a short time of its opening; and that working expenses would not exceed 50 per cent. of gross receipts. It may of course be said that people ought not to be deluded by optimistic forecasts of this nature, but when such prospects are held out with the tacit if not the direct authority of leading men in the County, it is intelligible that there should be resentment on the part of shopkeepers and small farmers, who constitute the bulk of the ratepayers, on finding themselves saddled with a rate varying from 1*s.* to 2*s.* in the pound, and seeing working expenses practically swallowing up all the receipts.

Gray, 26417–20. Appendix 7, Third Report. Lawder, 24285–92, 24301–6. Smyth, 30443–5 30475. Martin, 30668. Gannon, 40508–11.

190. The third complaint was in regard to irregularities alleged to have arisen ont of the connection hetween the railway company and the Arigna mining company. Shortly after the opening of the line in 1887, when earnings were low, and annual levies amounted to nearly 2*s.* in the pound, a few of the directors promoted a company with a capital of £3,300, with the object of obtaining coal for use on the railway, and appointed their Engineer as Managing Director. They were at that time paying 28*s.* 6*d.* per ton for Welsh coal. There were difficulties at first, owing to lahour and other troubles, and the price of coal, originally fixed at 10*s.* per ton to the railway company, and 11*s.* to the public, increased till, in 1890, it stood at 20*s.* The mining company was then practically bankrupt, the managing director resigned, and his place was taken by the traffic manager of the railway, who for some years received no salary. He succeeded in placing the industry on a sound footing, the price of coal fell to 13*s.* in 1893, since which dats it has varied but little, the price in 1908 being 14*s.* 2*d.* at Arigna Station. We were informed that while people living at considerable distances beyond the guarantseing area were charged 11*s.* per ton, the railway company itself had to pay 14*s.* 2*d.*, and local consumers as much as 15*s.* 6*d.*—a hardship which was the more keenly resentsd, inasmuch as one of the inducements, alleged to have been held out to the ratepayers in order to obtain their consent to the guarantee, was the prospect of ohtaining cheap coal. The representative of the railway company, however, assured us that with the exception of two contracts, one with the North Dublin Union at 11*s.*, and the other with the Bawnboy Union at 14*s.* 8½*d.*, no coal was sold for less than 16*s.* per ton outside the district.

Digges, 52372–88. 52376. Gray, 26520. Digges, 52584.

191. It was also stated that the mining company had a practical monopoly of the supply to the railway, hut on this we had evidence that the contract was put up to tender, that in every instance the price offered by the mining company was lower than others, and that although there had been frequent strikes, the company took no advantage of the strike clanse in their contract until February 1908, and continued to supply the railway at the contract price, although in order to do so they had to purchase English coal at a cost of 22*s.* 10*d.*

52378–80.



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Gray, 26456.

Smyth, 30510.

192. The closeness of the connection between the two undertakings is shown by the facts that the manager of the railway is managing director of the mines, that four out of the eight shareholders' directors, who control the railway, are also directors of the mining company, and that the other four are shareholders. Depending wholly on the success of its working, the mining company has paid regular dividends of 5 per cent., in addition to bonuses equal to the whole of its capital. Depending for its dividends upon rates levied on the baronies, and not upon the results of its working, the railway company has made no profits to speak of, and the entire dividend has been practically provided by the guarantees. Such personal arrangements for the administration of the two concerns, attended by such financial results—so satisfactory in the one case, and so unfortunate in the other—are not well adapted, in our opinion, to stimulate confidence among small occupiers and struggling traders, whose rates have been swollen for twenty years to pay the full dividends of a railway which, though unprofitable itself, is yet the chief contributor to the dividends and bonuses of the prosperous mines. It is not to be expected that public opinion in the burdened areas should accept such a situation, due in the first place to neglect of a well considered recommendation of the Allport Commission, and in the second to the act of the railway company in depriving the ratepayers of a majority on the Board. Had that majority been allowed to continue, the ratepayers could not have supposed that the interests of the mine were preferred by the railway Board to the interests of the railway, and nothing, we think, would have been heard of those personal elements which have done so much to embitter the case. We are bound to add that notwithstanding appearances there is little specific evidence of injury to the railway company attributable to their alliance with the mining company.

Lawder, 24293-4.
Gray, 26457-8, 26598-602.
Smyth, 30443, 30473-5.

Digges, 52416.

Appendix 4, Final Report.

Digges, 52412, 52452-80.
M'Adoo, 53639, 53750, 53805.

53618-23.

193. Charges of bad management brought against the Board were supported by statements made in evidence that passenger receipts had fallen off owing to an increase of third class fares from $\frac{3}{4}d.$ to $1d.$ per mile, that the rate levied on the baronies had risen, and that traffic receipts had diminished. These statements would not, however, bear examination. The reduced fare of $\frac{3}{4}d.$ was in operation for only some three years after the opening of the line, and was then raised to the general standard of $1d.$, while at the same time return fares were instituted, and shortly afterwards first-class fares were reduced from $2d.$ to $1\frac{1}{2}d.$ per mile. So far from diminishing, passenger receipts were higher in the five years ending with 1906 than they had been in the five years ending with 1893, and the numbers of passengers were also higher, notwithstanding a diminution in the population; between 1889 and 1907, moreover, goods traffic increased by 153 per cent., minerals by 307 per cent., and live stock by 95 per cent. In our opinion these figures point to considerable development. The increase in the baronial rate is accounted for by the voluntary action of the County in 1903, in providing for a reserve fund, and in incurring expenditure on rolling stock and material which had become necessary after twenty years working. That the management is not indifferent to the interests of the district is shown by the exceptionally low rates, irrespective of distance, charged for the conveyance of milk to creameries, and the low sliding scale peculiar to this railway for cattle between local stations.

Lawder, 24381, 24524.
Gannon, 40585-8.
Gray, 25624-30.
Smyth, 30523-9.

Lawder, 24539-40.

Digges, 52675-732
M'Adoo, 53704-30.

Lawder, 24521.

24522.

194. Our attention was specially directed by the Irish Government to two matters in connection with the Cavan and Leitrim Railway. The first of these was the rejection by the Leitrim County Council of an offer, made by the Government in 1905, to give a grant of £24,000 for extensions of the line. The importance of completing the original scheme, by extending the railway from Dromod to Rooskey, and by connecting the coal mines with Arigna, had never been overlooked, and early in 1903, public attention was drawn to this question by the promotion of the Ulster and Connaught Light Railway Bill, which had for its objects the connection of Newry with the Clogher Valley Railway, the construction of a connecting link between the latter and the Cavan and Leitrim Railway, the amalgamation of these two systems, and their extension in the directions of Rooskey and Arigna Valley. This scheme was at first supported by the Leitrim County Council, but on reconsideration, they joined the Cavan and Leitrim Company in opposition to the Bill. Towards the end of 1903, the company contemplated carrying out the extensions themselves, and approached the County Council with a view to obtaining a guarantee of interest at 3 per cent. on £7,000, part of a sum of £20,000 which the extensions were estimated to cost, and towards which it was hoped that the Government would contribute half. A proposal, largely for the benefit of the County Roscommon, did not commend itself to the Leitrim County Council, and the representatives of North Leitrim made their consent conditional upon the grant being so increased as to permit of railway extension in their own district. Negotiations were however continued, and early in 1905,

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the Company and the County Council made a joint application to the Irish Government. Shortly afterwards the Chief Secretary(1) visited the district, and in August of the same year he intimated that the Treasury would be prepared to contribute £24,000, if satisfied that such a sum would be sufficient for the purpose, and that some part of the burden would be borne by the locality. This condition was afterwards withdrawn, and early in 1906, the Chief Secretary confirmed the offer, subject only to the proviso that any deficit in the expense of constructing or working the line would be made good by the ratepayers of the guaranteeing area.

Lawder, 24523-4.
Digges, 52690-2.
Lawder, 24392.

195. The County Council declined to give such a guarantee, and made it clear that no proposal entailing the risk of further liability would be entertained. We were informed that with a view to overcoming their opposition, the Great Northern Company offered to guarantee £500 a year in perpetuity, in respect of the Arigna extension, while the shareholders' directors offered a personal guarantee of £200 a year, for five years, on condition that the baronial directors joined in it. These offers were not accepted, and further negotiations having failed, the Irish Government announced, in July, 1908, that the proposed grant could not be given. While recognising that their experience of the past was sufficient to warrant the County Council in hesitating to commit the ratepayers to further liabilities, we regret that the grant did not become available, having regard to the benefit which the railway would have derived from connection with the coal mines. The price of coal would have been reduced by an amount estimated at 2*s.* 6*d.* per ton, and the railway would have had the advantage of traffic due to the development of mining and other industries in the Arigna valley, which may now be diverted to the port of Sligo, should a new line from Arigna to Sligo, for which statutory powers were obtained in 1909, be constructed. If the Cavan and Leitrim Company, in the recent negotiations, had offered the ratepayers a majority at the Board, the difficulty which has in fact been found insuperable would no doubt have come to an end.

Gray, 26624-6.
Smyth, 30466.
Digges, 52676-83.
Parliamentary Debates, 1908. Vol. CXCII., pp. 620-1.

196. With regard to the proposed extension from Dromod to Strokestown, we were informed that a scheme for the construction of this extension, under the Act of 1883, had been propounded as far back as 1885, and that a guarantee had been agreed to by the counties of Roscommon and Leitrim, but that the scheme had been rejected by the Privy Council on technical grounds. It was further stated that it would not be possible to obtain a fresh guarantee at the present time. Letters favourable to the extension from the Midland Great Western and the Cavan and Leitrim Companies, written respectively in December, 1905, and January, 1906, were handed in by one of the witnesses, together with a resolution of the Strokestown District Council addressed to the Chief Secretary on the 30th March, 1906. The receipt of the resolution was acknowledged by the Chief Secretary, who undertook to ascertain the views of the Board of Works, but beyond this nothing further has been heard of the project.

Owens, 38486.
O'Farrell, 38518.
Owens, 38488.
O'Farrell, 38519-22.
38523.
38524.

197. The other matter, on which we were informed that no action would be taken, pending the presentation of our Report, was the question of the redemption by the Treasury of their contribution to the guaranteed interest on the capital of the railway. On this we would observe that if the Treasury liability were redeemed at 33⅓ years' purchase of the annual contribution, and if the capital sum were applied to the purchase of shares at their market price, namely 1⅝ per cent. premium,(2) the result would be a saving to the guaranteeing areas of £754 per annum, and a reduction of the rates by about 1½*d.* in the pound. We see no reason for withholding from the ratepayers a benefit which has been of great advantage to the guaranteeing baronies of the Tralee and Dingle, and two other light railways.

Gray, 36530-41.
Smyth, 30499-503.

198. The expediency of removing the company's head office from Dublin to Ballinamore, has been frequently considered during the last sixteen years. Its retention in Dublin, characterized by one witness as a "monstrous case of wilful extravagance," is defended partly on account of the expense of removal, and partly on the ground that the business of the company being chiefly with the Great Northern and Midland Great Western Companies, can be transacted more conveniently in Dublin than elsewhere. In these views the baronial directors are said to have always concurred. We observe however that other light railway companies, who have business relations with main line systems, find no necessity

Digges, 52674.
Gray, 26587.
Digges, 52673-4

(1) Rt. Hon. Walter Long, M.P.

(2) This calculation was made in January 1907.

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for directing their affairs from Dublin. In view of the dissatisfaction engendered by the present arrangement, we think that the directors would have been well advised to make a change the cost of which could not be large, and might well have been recouped by economies in travelling expenses, and in other directions.

## XXXII.—The Letterkenny and Burtonport Railway.

Batchen, 4449–52, 4518, 14938–44.

199. This line, 49½ miles in length, was constructed and equipped by the Board of Works out of funds provided under the Railways (Ireland) Act of 1896, and was opened for traffic in March 1903. By agreement with the Treasury and the Board of Works, it is worked by the Londonderry and Lough Swilly Railway Company, in perpetuity at actual cost up to a maximum charge of £3 10*s.* per mile per week, receipts above this amount, after payment of interest on the guaranteed stock, being divided equally between the Treasury and the working company, or applied with the consent of the Treasury to improvements of the line. The original cost of the railway was £319,377, of which £314,165 was a free grant, the balance being made up by the proceeds of stock of the nominal value of £5,000, on which interest at the rate of 5 per cent., was guaranteed by the County Donegal. The Lough Swilly Company are bound by their agreement to work and maintain the railway in an efficient and substantial manner, and the train service must be run at such times as in the opinion of the Board of Works will suit the traffic.

Todd, 13960–2, 13966–74. Hanna, 14173–89. Sweeney, 14832–45. Thompson. 30191.

200. Early in our Inquiry serious allegations of mismanagement were made by representatives of the Londonderry Chamber of Commerce and the Donegal County Council, who declared that the development and prosperity of North West Donegal had been retarded by the inefficient working of the line. We received on this subject at different times a large mass of evidence which will be found recorded in our minutes. No useful purpose would be served by attempting to deal in detail with the charges and counter-charges which were made between the Board of Works and the working company, and we propose to confine ourselves to a short statement of the facts.

Manning, 41227–39. O'Donnell, 43741–4. Appendix 15, Fourth Report. Shanahan, 17850–93. Spence, 19004–29, 19160. Shanahan, 17894–901, 17954–69.

201. It was clearly established by the testimony of witnesses from the district that, from the very outset, the working of the line had been unsatisfactory and unpunctual, and that neither tourist traffic nor the development of the County had been stimulated, as they should have been by a new railway constructed at the public expense. In addition to the evidence of witnesses, petitions were banded in by one of them from traders and ratepayers of Falcarragh, Dunfanaghy, Cresslough, and Dungloe, drawing our attention to "the many and frequent irregularities in the working of the Burtonport and Letterkenny Railway." It would be superfluous to labour the point, since it is universally admitted that the line from whatever cause was worked inefficiently almost from the first, and that the public suffered in consequence. In June 1903, an independent locomotive Engineer, appointed by the Board of Works to inquire into the condition of the engines, reported that the frequent breakdowns were due to the neglect and incompetence of the drivers, and in September 1905 the state of affairs had become so serious that the Board decided to exercise their powers under Section 7 of the Railways (Ireland) Act of 1896, by appointing an Investigator to "Inspect and report on the condition of the railway, and the working, maintenance, and development of it by the Lough Swilly Company." The investigator found that serious delays had been caused by the frequent failure of engines, extending over a period of more than two years. He reported that the line could not be worked efficiently so long as trains were subject to excessive delays by the failure of locomotives; that the prejudicial effect of unsatisfactory working could hardly be over stated; and that the irregularity of the train service must deter the public from travelling and prevent the natural development of traffic.

Shanahan, 17969–75.

202. After the investigation a period of improvement set in. The working of the line in 1906 was much better than it had been in 1905, and the improvement was so well maintained in 1907, that working was then regarded as fairly satisfactory. We were informed that in consequence of this change for the better, no steps were taken by the Board of Works to recommend your Excellency to appoint a receiver or manager of the line, under the powers conferred by Section 7 of the Act of 1896.

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203. As to the differences between that Department and the working company, the dispute had been of long standing, strained relations having apparently commenced as far back as 1899 when the contract for the line was under consideration. We were informed that so acute were the differences that the company refused to proceed with the construction of the railway, and the Board in the exercise of their powers, and with the approval of the Treasury, took the work into their own hands. In such circumstances harmonious action and cordial co-operation were hardly to be looked for, and if looked for, they will certainly not be found, in the voluminous records of transactions extending over a series of years. Anything in the nature of an equitable compromise on the various matters in dispute, appearing to be improbable by voluntary arrangement between the parties, and realising as we did the injury to the district entailed by the continuance of a dispute which still prejudicially affected the working of the line, it occurred to us after much consideration that our good offices as intermediaries might be useful in promoting a satisfactory settlement. We accordingly opened negotiations, which were continued for a considerable time, with the company, the Board of Works, and the Treasury; and eventually our Chairman in the capacity of conciliator submitted a recommendation to the Treasury, which we are glad to say was accepted by their Lordships and by the company. Under this arrangement the Burtonport line will benefit appreciably, not only by a substantial addition to its rolling stock equipment, but by the carrying out of new works, including an additional station to be provided in the interest of the fishing industry, a new crossover road to facilitate traffic, and a number of gate lodges for the protection of accommodation crossings. From these improvements we hope for beneficial results in the working of the line.

Batchen, 14955, 14963. Todd, 13954. Shanahan, 17921–8, 17958, 18045. Spence, 19049–56, 19116–8, McFarland, 19247-56, 19360, 19418, pp. 269–71. Appendix, Second Report. Appendices 7, 9, 10, 11, Second Report

204. We consider it inexpedient that a Public Department already occupied with various heavy and responsible functions, and not expressly organised to conduct the administration of railways, should be charged in addition with such duties as the Board of Works had to perform in connection with the Burtonport line.

## XXXIII.—The Letterkenny Railway.

205. About the year 1860 a number of landowners in the County Donegal promoted a Company, with a capital of some £57,000, for the construction of a broad gauge railway, 16½ miles in length, from Toohan Junction, 8 miles from Londonderry, on the Lough Swilly Railway, to Letterkenny. Little more than the embankment and cuttings were completed when the contractors disappeared. The works remained derelict until 1875, when the Lough Swilly Company took up the enterprise, and obtained powers in the following year to complete it as a narrow gauge line. The difficulty in raising capital was, however so great that the company had to seek the assistance of the Board of Works, who agreed to make an advance of £85,000, of which £50,000 was secured by a first mortgage of the undertaking at 5 per cent., repayable out of net revenue. The balance of £35,000 was secured by a joint guarantee given by the City of Londonderry and certain baronies in the County Donegal, under which the loan was to be repaid by forty annual instalments commencing in 1883, calculated at the rate of 5 per cent. per annum to cover principal and interest. The line was opened for traffic on the 30th June, 1863, and arrangements for its working by the Lough Swilly Company were made by an agreement which expired in August, 1887. This agreement was renewed by the Board of Works—who in consequence of large arrears of interest on the first mortgage had taken possession of the line in 1888—for a period of 30 years ending in 1917, with modified conditions, which provide for the payment to the working company of a percentage of the gross receipts varying from 60 to 67 per cent. according to the volume of the traffic.

Todd, 13949. Hanna, 14163–4. Todd, 13950. Shanahan, 17984. Miller, 17072. Todd, 14022. Hanna, 14166. Miller, 17065–7. Shanahan, 17976.

206. The Act of 1876 provides that surplus revenue after satisfying the interest charge on the first mortgage of £50,000, should be applied to the payment of the instalments on the second mortgage of £35,000, and that any balance of revenue remaining after meeting these charges should go to recoup the guaranteeing area for their previous contributions.

Miller, 17060–3.

207. Evidence given by the Town Clerk of Londonderry, and by several members of the Donegal County Council, and the Londonderry Chamber of Commerce, showed that although the rate of interest on the first mortgage had been reduced from 5 to 4 per cent. since 1883, the net receipts of the line for the seventeen years ending with 1900, were insufficient to meet the annual charge of £2,000 by about £500 a year; and that owing

Hanna, 14166. Miller, 17130, 17165.

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to the accumulation of arrears, the Board of Works, as mortgagees, had taken possession in 1888. They also stated that the situation improved materially after the opening of the Burtonport extension in 1903, and that for the five years ending on the 31st March, 1907, the net revenue averaged £3,271 per annum.(1) It was claimed on behalf of the ratepayers that the annual surplus of over £1,200 a year should, after making good arrears of interest on the first mortgage, be applied in reduction of the guaranteed instalments on the second mortgage, as provided by the Act of 1876. The greater portion had, however been paid into a suspense account, out of which provision had been made for a new crossing station, improvements in the telegraph service, and other objects which, in the opinion of the Board of Works, were required by the increased traffic. We were further informed that up to the 1st April, 1907, the guaranteeing areas had paid no less than £43,935 in respect of the mortgage for £35,000, that they were still liable for £30,253, and that so far from there being a prospect of recoupment through increased receipts accruing from the Burtonport Extension, the recent opening of the Strabane and Letterkenny branch would probably result in a diversion of traffic to the system of the Donegal Railways Joint Committee, and would entail the continued enforcement of the full amount of their annual payments.

Todd, 14024.
Hanna, 14170.
Miller, 17060-3.
Todd, 14054-9.
Miller, 17075-90.
Todd, 14026.

208. When statutory authority for the construction of this new line was first sought in 1903, the Bill was opposed not only by the Lough Swilly Company but also by the Londonderry Harbour Trust, whose interests were identical with those of the Corporation, with the result that only part of the scheme namely, the section 9 miles in length from Strabane to Convoy, received the sanction of Parliament.(2) In the following year, powers for the construction of the remaining section, 10 miles in length, were obtained; the Chief Secretary, who supported the scheme, stating that although the new line might occasion loss to the Treasury as mortgagees in possession of the Letterkenny railway, the general interest of the community, and especially the development of the County Donegal, must be the first consideration. In these circumstances, the Corporation of Londonderry, in April 1907, adopted a resolution, which after reciting the main facts of the situation, called upon the Government to relieve the guaranteeing area from further liability in respect of the Letterkenny railway, in view of the assistance which they had given to the promotion of a line which was bound to compete with one in which the guaranteeing area was financially interested. This resolution was brought to our notice by the Town Clerk, who was deputed to attend for the purpose and solicit our good offices. We cannot but feel that the position of the guarantors of the Letterkenny line has been prejudiced, and we consider that if the Strabane Extension, which was opened for traffic in January, 1909, produces the apprehended results, the guarantors will be entitled to relief.

Shanahan, 18050-3.
Miller, 17090.

209. We observe that within the last ten years more than one proposal for the acquisition of the Letterkenny Railway by the Lough Swilly Company, has been submitted to the Government. In 1896 the company offered to purchase the railway for £40,000, and in 1900 they offered £60,000, proposing at the same time to promote a Bill for the amalgamation with their system of the Letterkenny railway and the Burtonport and Carndonagh Extensions; to expend a sum estimated at £28,000 on permanent way, new sidings, and other improvements; and to relieve the guaranteeing areas from all further liabilities. At first all the local authorities supported the proposal, but later, owing to the hostile attitude of the Donegal County Council and the ratepayers, who petitioned the Treasury against the proposed sale, negotiations were abandoned. Whether the terms suggested by the Lough Swilly Company were such as could reasonably be accepted, is a question which could only be answered after full consideration of the claims and liabilities of all the parties concerned. We are however, convinced that failing the adoption of our proposals for unification, the amalgamation of the four lines into a single system, if it could be arranged on fair terms, would be the best solution of all the difficulties with which these lines have been beset, and would be greatly in the interest of the locality and of the whole community.

Appendix 11, Second Report.
Appendix 7, second Report
Shanahan, 17985-7.

(1) Annual Reports of Commissioners of Public Works, 1903-8.
(2) Do. Do. Do. 1903-5.

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## XXXIV.—The Cork, Blackrock, and Passage Railway.

210. The first portion of this line, 6½ miles in length, connecting Cork with Passage, was originally constructed on the broad gauge, and was opened in 1850. Powers for extending it 10 miles further to Crosshaven were obtained in 1896, but for reasons of economy, the extension was constructed on the 3 feet gauge, to which the old line was at the same time converted. The extended line was opened for traffic in 1904. From the evidence of the Chairman of the Company, and from an inspection made by a section of the Commission in the Spring of 1909, we ascertained that engineering and other difficulties, which occurred in the construction of the extension, necessitated alterations in the original plans, with the result that the cost largely exceeded the estimate. The contractor refused to proceed, the works had to be discontinued, and the company were so seriously embarassed, that failing in an attempt to raise further capital in the ordinary way, they had recourse to the Commissioners of Public Works, from whom they obtained a loan of £65,000, at 4 per cent. secured by a first charge on the whole undertaking. By this means the works were completed, and meanwhile rolling stock to the value of £8,000, for use on the section between Cork and Passage, was obtained with considerable difficulty, on the hire purchase system.

Harrington, 54394-8. Stevenson, 377-8. Harrington, 54424. 54408–11. 54412. Stevenson, 665.

211. The line is admitted to be over-capitalised. The total capital, including the Board of Works loan, no part of which has been repaid, amounts to £426,670; but this includes a sum of £30,000 representing the cost of the steamboats owned by the company, and worked in connection with the railway. The line now gives access to Crosshaven—a favourite seaside resort—and has opened up a considerable agricultural area, while the steamboat service between Cork, Queenstown, Crosshaven, Spike Island, and Haulbowline, affords facilities of great value not only to the public but to the Naval and still more to the Military authorities.

Harrington, 54426, 54435. 54425.

212. Since the opening of the extension the line has made fair progress, but the charges for interest on the loan, and on £135,330 of debenture stocks, leave the company no margin for further development. In the course of his evidence, the Chairman, referring to the possibility of reconstructing the capital, mentioned that interest on the Board of Works loan was at 4 per cent., the minimum rate allowed by the Act of William IV, under which alone the Board are empowered to make advances. He also drew attention to the fact that under the Light Railways Act of 1896 English undertakings can obtain money on much better terms, the Treasury frequently making advances at rates of interest varying from 2¾ to 3¾ per cent. He added that if the Board of Works were empowered to reduce the rate of interest on their loan to 3½ per cent., (including ½ per cent. for sinking fund), and to increase it on these terms to £160,000, the company would be enabled to extinguish their debentures, and to regain a sound footing. This however could not be done without fresh legislation.

54469, 54505. 54471–54484.

213. In connection with this suggestion, the Directors are considering the expediency of constructing a branch line some 3 miles in length to connect Spike Island and the Naval Yard at Haulbowline with the mainland at Ring. This project is estimated to cost £40,000, inclusive of the necessary causeways and bridges. In addition to the advantage of establishing direct railway communication between the mainland and a Dockyard of increasing importance, such a connection might lead to economies in other directions, especially in the steam boat service in the Harbour, the whole of which the railway company would it is understood be prepared to undertake. At present the service is carried on partly by the Company and partly by the Admiralty and the War Office, an arrangement which entails overlapping and unnecessary expense. Proposals for a better service at a greatly reduced cost have been submitted to the local Naval and Military authorities for the consideration of their respective Departments, with whom the decision will rest as to whether the suggested extension is desirable in the public interest.

214. Apart from this question we think that the company's request for an increased loan at a reduced rate of interest is one that deserves consideration on its merits. We accordingly include it among the recommendations which we submit in Part III.



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## XXXV.—The Victoria Bridge and Castlederg Tramway.

215. Towards the close of our Inquiry, our attention was called to the unfortunate position of a tramway 7¾ miles in length laid on the public road between Victoria Bridge, on the Great Northern Railway and Castlederg. The line was authorised by a special Act of Parliament passed a few months before the introduction of the Tramways Act of 1883. The authorised share capital is £20,000, of which £13,000 was issued under a 5 per cent. guarantee given by the baronies of Upper Strabane, Lower Strabane, and West Omagh, for a period of thirty-five years expiring in July 1919. Of the balance of £7,000, the sum of £6,080 was provided by the issue of ordinary shares, and in addition a sum of £5,500 was raised by mortgage of the undertaking at 4 per cent. The total share and loan capital issued, amounting in all to £24,580, has not been quite sufficient to meet the cost of construction and rolling stock equipment, and a sum of £541 remains as a debt on capital account.

Davidson, 54604-10.

216. The line has been fairly successful, but the district is purely agricultural, and although traffic has made a substantial growth, the maximum liability in respect of the guarantee has always had to be made good. A return handed in by the Secretary of the company shows that for the three years ending on 30th June, 1909, the receipts averaged £6 14*s.* 11*d.* per mile per week, and the expenditure £5 5*s.* 3*d.* The average annual profit in the same period was £598 10*s.* 3*d.* an amount little more than sufficient to pay interest on the mortgage, and on a bank overdraft, incurred some years ago to meet the cost of a new engine. The Secretary informed us that the line was short of rolling stock, and that a sum of about £6,400 was required, partly to meet this want, and partly for the improvement of the line, and for the provision of additional sidings and of a small workshop for minor repairs. He also stated that it had been in contemplation for some years to extend the tramway to Killeter, a distance of 5 miles, at an estimated cost of £25,000, but that there was no prospect in existing circumstances of raising the necessary capital.

Appendix 10, Final Report.

Davidson, 54626, 54643.

54675.

217. Looking to the fact that this tramway owes its existence entirely to the people of the district; that it has so far received no assistance from the Government, such as similar lines projected a few months later, under the Act of 1883, enjoyed; and that present guaranteed shareholders will after 1919 be entirely dependent on the earnings of the line, we consider that this is a case in which a grant of £6,000 might properly and usefully be made.

54653.

## XXXVI.—General Observations.

218. If this inquiry were restricted to Light Railways, or if we could anticipate that those Light Railways worked by small companies as independent lines, were likely to continue to have a separate existence, we should strongly recommend that the mistakes and defects of the Tramways Act, 1883, so far as they are not now beyond remedy, should be corrected and made good with all convenient expedition. But we are instructed to report by what methods the economical, efficient, and harmonious working of all Irish Railways can be best secured, and our answer to this fundamental question is that such working can be best secured by unification. The general reasons for this conclusion, set forth in other sections of our Report, apply to the Light Railways as fully as to the normal lines and there are also special reasons why Light Railways, not merged in the greater lines, but standing alone, and worked by minor companies as separate undertakings, should be absorbed as speedily as possible into a unified system. Those lines have no working capital, and no means of raising any. They cannot provide for any exceptional outlay, on rolling stock or permanent way, on improvement or development, except by depleting revenue, and burdening the public rates. The power of direction rests with the nominees of the shareholders, and as full dividends are secured in all contingencies, even to the extreme case of abandonment of a line, the shareholders and their nominees have no financial interest in avoiding a deficit or realising a net profit;

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but those who have such interest—the ratepayers and their representatives—who must provide the dividends, and fill up the deficits, are fixed with responsibility for all consequences, but excluded from all control. Those small separate undertakings are costly to work, in proportion to their resources; and in quality of service, by reason of separate workings, they cannot but be relatively inferior. They place very heavy burdens on limited local areas, and subject them to indefinite charges for deficits, and to unlimited liability, in the last resort for maintenance and working. Such evils as these, we apprehend, are not likely to be removed, not likely on the whole to be much abated, by further legislative treatment of Light Railways as independent undertakings. It is rather significant in this connection that the most irksome and obstinate of all difficulties arose in the case of one of the two Light Railways constructed, not under the original Act (the Act of 1883), but under the last of the series, the Light Railways (Ireland) Act of 1896; and further, that the remedy provided by this latest Act, after long experience, to meet the case of failure in proper working and maintenance of a State-aided line, namely, power to the Lord Lieutenant to appoint a manager or receiver has proved to be quite abortive. The Light Railways need unification even more than the ordinary lines. They need it for reasons which are more numerous but cannot well be more convincing. They can only be unified by being absorbed in a scheme of general unification. We proceed on the hypothesis that they will be comprehended in such a scheme, by means of which alone we see a reasonable prospect of working existing Light Railways with due economy and fair efficiency; relieving districts of excessive burdens and disproportionate liabilities; and providing means for the construction, working, and maintenance, under efficient supervision, of the numerous links and branches yet required to complete the transit system, and to ensure the full utilisation of that system for the development of the agricultural and industrial resources of the country.

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# PART III.—CONCLUSIONS AND RECOMMENDATIONS.

## XXXVII.—Public Acquisition of the Lines.

219. The evidence submitted to us by representative witnesses; the conclusions recorded by Royal Commissions; and the powers conferred upon the Department of Agriculture by the Act of 1898, for the purpose of "aiding and facilitating the carriage and distribution of agricultural produce" (powers unexercised on the plea of lack of funds), prove that the necessity of applying the principle of cheapening Irish railway rates, to satisfy the special economic conditions of Irish agricultural and industrial development, has been declared by expert investigators; urged by public opinion, without distinction of party; and sanctioned by the legislature.

So far back as December 1868, in the second report of the Commissioners appointed to inspect the accounts and examine the works of the Irish Railways, it was concluded that the traffic of Ireland required "special stimulus and development for short and moderate distances, both for goods and passengers." After full consideration of the question of reductions of rates, the Commissioners held that a slight diminution would be simply a loss of so much money, and therefore "that to give an impetus to the inter-communication of the inhabitants, and the moving of goods from place to place, and to and from the ports, and to promote the increase of the cattle trade, already so valuable in Ireland, and generally to develop traffic to an extent calculated to overtake at no distant period the effect of the lowering of charges, it is necessary to make at once a large reduction."

220. The extent to which the Companies have contributed, or could have co-operated, by way of rates and facilities, to assist in the development of a country such as Ireland, weak in trade, and extremely undeveloped in general industries, has been limited by the character of the Companies themselves, established by private capital, as business concerns, to carry on the trade of conveyance at the best available profit. It cannot be doubted that so long as the Irish railways continue to exist as commercial undertakings, it will be extremely difficult, if not quite impracticable, for the companies to make such reductions in rates as the economic conditions of the country require, without jeopardising their capital, by surrendering, in the hope of future profit or recoupment, a part of their revenue now required to furnish dividends on their ordinary shares, and in some cases to pay interest merely on their pre-ordinary securities.

Wood, 10652. The representative of the Irish Reform Association in his evidence expressed the opinion, that the commercial system of Irish railway administration is incompatible with the due development of Ireland, and that it has completely broken down as a means of facilitating progress. In our opinion, the question of the necessity of reform, with the object of securing "more economic, efficient and harmonious working," is not one at all dependent on proof of the complaints urged against the Companies by so many witnesses representing the agricultural, industrial, and trading interests of the country.

Agreeing as we cannot but agree that there have been errors and defects in the administration and management of the Irish railways, we consider that, generally speaking, the actual results are such as might have been expected of commercial undertakings, pressed on the one hand by heavy obligations of capital and loans, and confined, on the other, within narrow limits of traffic resources, and consequently of net revenue.

221. To the question why Continental Railway rates are so much better suited to the full development of agriculture and manufactures than those on Irish Railways, we reply that in Continental countries this is largely due to unified working, brought about in most cases by State purchase of the lines, and that the combination of State credit and unified working has rendered practicable reductions of rates to suit the varied circumstances of agricultural or industrial development. In furtherance of these great objects, the advantages secured by unification of transit, under a directorate untrammelled by the interests and demands of shareholders, are too manifest to need elaboration.

222. What essentially constitutes the Irish Railway problem is the restriction of industry and trade in Ireland, by reason of the fact that internal and export transit rates are on a higher scale than the rates charged for conveyance of commodities

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which compete with Irish products in Irish and British markets, or with which Irish products might compete, if conditions were rendered less disadvantageous to Ireland by lower scales of transit rates. The solution of such a problem is as far outside the sphere of amicable effort by the Board of Trade, as it is beyond the jurisdiction of the Railway and Canal Commission Court. The question and the only question as to the future of Irish Railways, referred to us for an answer, is this:—"By what methods can economic, efficient, and harmonious working, be best secured?" The answer dictated by the evidence is that such working cannot be secured in any sense commensurate with the object set before us, namely, the full utilisation of the Railways for the development of Irish resources except by making them public property, consolidating them into a single system, and working that system under representative control for the benefit of the country. It follows that, in our judgment, fractional or superficial measures would leave the essential problem still unsolved, and its economic evils, to all practical intents and purposes, unabated.

223. This method of purchase of the lines would secure harmonious working, by unity of interest; efficient working, by unity of control; and economical working, by unity of action throughout the whole sphere of administration. Means to foster development of industry and trade, by revision of freight tariffs, would be afforded in considerable measure, not only by the saving consequent upon operating one system instead of 29, but, also (it may be expected, as an incidental result of purchase on fair terms), by substituting a uniform low rate of interest on capital, such as the application of State credit can secure, for the existing pre-Ordinary interest charges and Ordinary dividends, by which increase of net revenue from any source means only increase of private profit. A further great advantage of public control is the guarantee it affords that all resources becoming available, through whatever causes, for the development of trade and industry by reduction of transit charges, will be directly and fully applied in furtherance of that purpose.

224. But mere amalgamation, not effected by public acquisition of the lines, and not utilised by public control; amalgamation, partial or total, fixed solely on a commercial basis, and governed by commercial purposes, would bear in a different manner, and with far different consequences, upon the material interests of the country. Amalgamation into seven companies, as indicated by the witness for the Associated Companies, would not result in any material reduction of working charges; amalgamation into two systems, as the General Manager of the Great Northern Railway suggests (the Great Northern presumably for one half of Ireland, and the Great Southern for the other) would effect much greater economy; while with complete amalgamation into a single company, as the Chairman of the South Eastern Company prefers, the saving, by closer and better co-ordinated working, might be comparable to that resulting from a unified system under public direction. But under a public system, any increase of net revenue, effected by a decrease of working expenses would go to the public benefit in reduction of freights, whilst under a unified commercial system, or a partial amalgamation of Companies, any increase of net revenue would be primarily applicable to augmentation of dividends. Again, the large surplus, available for reduction in freights on Irish goods, which may be expected because of the smaller charge for interest on capital resulting from the use of State credit for purchase of the lines, would by commercial amalgamation be wholly lost to the country; and in such case no reductions of freights could be looked for save those which might be purchased directly by public funds. We have already (in par. 70) stated our objections to a policy of subsidies. Such a policy would be difficult to justify, because (1) the companies, or company, would feel no interest in developing subsidised traffic; (2) the hope of further subsidies would put a stop to voluntary reductions of rates; and (3) it seems unlikely that any possible supervision, short of absolute control, could either assure the public of due value for subsidies, or determine their true results upon the volume of traffic. It is obvious also that any commercial amalgamation, which improved net profits by diminishing working expenses, would correspondingly inflate the price to be paid in the event of a subsequent public purchase of the lines.

225. The query addressed to us in the terms of reference "What causes have retarded the expansion of traffic upon the Irish lines?" may here be briefly considered. We believe we are warranted in assuming that this question must be taken to refer to the expansion of such traffic as does really indicate development of the resources of the country. Many tables and statements shewing increases of traffic on the Irish Railways, during a period of fifteen years ending with 1906, have been furnished by the companies, and are printed in the records. Although no doubt large or substantial increases are noted under

Second Appendix, Fourth Report, 3, 4, and 5, and pp. 70 and 71.

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various heads of traffic, these figures do not necessarily indicate that there has been a full or even a proper development of Irish resources. For example, increased imports do not mean expansion of Irish resources or Irish means of employment, but rather the contrary, particularly when such increase is in flour, bacon, provisions, or manufactured goods produced or producible in the country. Again, the large imports in coal for domestic uses which swell the returns of railway traffic, certainly do not suggest development of Irish resources, more especially when it is remembered that there are coalfields in the country which are worked only to a limited and comparatively unimportant extent, and which, under conditions of adequate capital, better railway communication, and more favourable rates, might be extensively opened up, to the benefit, not only of the mineral districts concerned, but of the country as a whole. We have been assured that in at least two important instances, the required additional capital would be forthcoming if, and when, the requisite railway communication were provided. These are the Castlecomer (co. Kilkenny) and the Arigna (co. Leitrim) coal fields. As regards the former, several witnesses gave evidence of the excellent quality of the anthracite coal raised at the mines, and the almost unlimited demand for it which exists. It is difficult to understand why the efforts made from time to time to secure railway communication have up to the present proved ineffective. The Great Southern Company declined to construct the branch themselves, or, even if it were constructed by others, to work it, without a guarantee against loss, and this decision seems to have proved a deterrent to private enterprise, which, if encouraged by substantial assistance from the Company, would probably have long since surmounted the difficulty. Thus for many years an important industry, the seat of which is near a district (Queen's County), extremely unfortunate through the extinction of former industrial undertakings has had but a struggling and precarious existence, principally because a short railway extension vital to its development could not be secured by either private capital or State aid. The second instance was that of the Arigna Coal Mines, which are within three or four miles of the Cavan and Leitrim Railway. Here again a proper development of the industry has been prevented owing to the absence of a railway connection, the necessity for which has been pressed on the Government for many years, as no financial resources were available in the district. In 1905 the Irish Government did sanction a grant of £24,000 for the railway, but this was subsequently cancelled under circumstances explained in Part II. of this Report (pars. 194 and 195.) These examples indicate that the existing system of railway administration is not the most suitable for the country, and that an Authority is required by which necessary extensions could be constructed, and rates adjusted within reasonable limits to meet the exigencies of trade.

Micks, 39324.
Prior Wandesforde, 16037, 16065–78.
Higgins, 25582–3.
Kiernan, 28044 50, 28063.
Cosby, 25457-61.
Higgins, 25612.
Meehan, 40092.

226. New railways are needed in various districts throughout the country, but failing further and substantial State aid, there is not much probability that any of the numerous lines recommended in evidence by responsible witnesses will be constructed under the present system of commercial Railway Companies. Even if such lines were altogether made and equipped by grants of public money, their efficient and permanent use could not be ensured without organic changes. In our opinion, the only conclusion to be drawn from the financial results of the existing Light Railways, is that local guarantees against loss in working—with all their consequences of indefinite liability, cannot be counted on as an ordinary factor of Irish railway development in future. Neither is it to be expected that companies will undertake, without full legal indemnification, or, very possibly, an effective guarantee of some minimum net income, the permanent operation and maintenance of new lines, even though such lines were constructed by the State and handed over as free gifts. So much may be inferred from the refusal of the Great Southern Company to work a branch, to be constructed by private capital, to the Castlecomer mines, unless the cost of operating were also guaranteed. The same inference is suggested by the remarkable evidence of the witness for the Associated Companies, regarding the absorption in the Midland Great Western System of certain Light Railways constructed mainly by public funds, and its adverse effect on the dividends of the Company.

Tatlow, 44636–54.

Under such circumstances, and bearing in mind that lines still needed as indispensable or valuable adjuncts to the effective development of districts, are not likely to become profitable, in the commercial sense of the term, until some measure of development has first been realised by their use, we consider that schemes for further railway extensions can only be secured by the creation of a public authority empowered to direct and develop the Railways of the country as a consolidated system.

227. Among the causes which "have retarded the expansion of traffic on the Irish lines, and their full utilisation for the development of the agricultural and industrial resources of the country," one of the most important is the operation for many years of through

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import rates into Ireland relatively lower than the Irish internal rates, and of through rates from abroad to British ports and interior centres, on a lower scale than the export rates from Ireland. The remedy for this is obvious. The export rates, and also the local rates, should be reduced where reduction is essential to the development of Irish industry, but this is a policy which the existing companies cannot be expected to adopt, and we can see no adequate means of putting it into effect unless by acquisition, unification, and public direction of all the Irish Railways.

228. The present time is opportune for this change in view of the rapid progress of Land Purchase. During the last half century a large proportion of Irish land has been devoted to grazing, much of which it is now expected will revert to tillage, consequent on the breaking up of the grazing tracts, and the general substitution of economic for uneconomic holdings. These important alterations in the conditions of Irish farming will probably result in a large increase in agricultural production, and if the railways are fully utilised, in a corresponding development of exports to British markets. It is sometimes suggested that the findings of the Royal Commission, of which Sir James Allport was Chairman, remain applicable to Ireland at the present time, but the conditions of the country, owing not alone to Land Purchase, but also to the enormous growth of foreign competition with Irish trade, and the development of the Irish industrial movement, have been fundamentally altered since that Commission reported in 1888.

229. The decadence of Irish industries in the early days of railway working was probably accelerated by the system then established of low through rates from British stations in general to Irish ports. The Irish ports and their immediate districts represented a large part of the population, and from the Irish ports, which were then as now the only important centres of distribution, the imported goods were carried to interior stations at local rates. Through rates to interior stations, based on the existing special low competitive rates to the ports, were fixed at later times. The first arrangement was prejudicial to Irish industries, but the second damaged them most severely. If the decline of Irish industries in general, and the total disappearance of many, were largely the result of what we may term the earlier transit arrangements, it is plain that the changes necessary to encourage the revival of those defunct manufactures, now that a fully developed system of import through rates and transit facilities is in active operation, must be comprehensive and far-reaching. In our view the Irish Railways have not been, and are not, "fully utilised" for the development of general industries in Ireland, owing to the competitive rates on imported goods being so much lower in scale than the local rates, that the development of local manufactures has been discouraged and prevented, rather than assisted as it should have been.

230. It is, we think, quite clear that most, if not all, of the causes of serious complaint detailed in evidence before us, and discussed in this Report, are really incidental to the control of the railways by a number of commercial companies, operating for profit; and to the effects of that control on the special conditions of Ireland. We consider that most of these causes of complaint would disappear on the establishment of a unified system under public control, and that all of them would be removed or eventually minimised by the practical working out of such a system.

231. Having dealt with the various matters raised by the Terms of Reference, and set forth in evidence before us, we now proceed to submit our recommendations.

232. The Commission is unanimous that, in view of the economic condition of Ireland, there should be unification of the Irish Railways, with the object of securing special and cheap transit arrangements, which are not practicable under the present system of private Companies, whose first consideration must necessarily be the interests of the Shareholders.

233. The Commission is also unanimous that, if the rates of Ireland are to be chargeable in respect of deficits (if any) in the net revenue of the unified system, required to meet the interest on the Railway Stock, the Ratepayers should, as a matter of course, have control of the administration and working of the Railways.

234. There are differences of opinion however as to the method by which unification should be carried into effect. Of the several proposals discussed in the course of the Inquiry, the following were most prominently, or most frequently, brought under our notice:—

(a) Purchase of the Irish Railways by the State, and administration by a Government Department;

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(*b*) Acquisition and administration of the Railways by an Irish elected Authority, the interest on the necessary capital to be guaranteed by the State and charged upon the net revenue of the Railway system, and any ultimate deficiency to be made good out of the proceeds of a general rate to be struck by the Irish Authority;

(*c*) Compulsory amalgamation, with a controlling Government interest, and administration by a Directorate elected by the Shareholders of the Company. This proposal is based on the Mexican Merger System, as defined in the evidence of Sir Edgar Speyer.

Speyer, 52034–58.

235. After full consideration, we have decided to recommend the second of these methods as being best adapted to the peculiar circumstances and exceptional requirements of Ireland.

236. The following facts and considerations, in addition to those already set forth, have led to this conclusion:—

The evidence submitted was preponderantly in favour of such an arrangement. The Irish County Councils' General Council recommended it with remarkable unanimity, the Resolution being supported by every one of the thirty County and County Borough Councils associated in the General Council.

Resolutions in favour of unification of the Irish Railways and of their administration under public control were adopted on two occasions in 1906 and 1907 by the Council of Agriculture—which is composed of two members elected by each County Council in Ireland, and one nominated for each County by the Department of Agriculture and Technical Instruction. The All-Ireland Industrial Conference, which directly represented many public Authorities and Associations, including no fewer than eighty-five County, Urban, and Rural Councils, Harbour Boards, and Chambers of Commerce, adopted a resolution advocating unification, and administration by a fully representative Irish Authority.

An important body, the Irish Reform Association, was represented before us by its Secretary and a leading Trader, who submitted the reasoned view of the Association in favour of similar proposals.

237. The same method of solution was advocated in evidence by many Urban and Rural District Councils and numerous influential Commercial Bodies, such as the Irish Industrial Development Association, the Irish Cattle Traders and Stock Owners' Association, the South of Ireland Cattle Traders' Association, the Commercial Travellers' Association, and the South of Ireland Butter Merchants' Association; also by several local Development, Mercantile and Co-operative Societies, and by a number of Merchants and Traders doing business in different parts of the Country.

238. Conclusive evidence was submitted to us of the remarkable success in developing material resources which has attended the acquisition of the Railways by the several States of the Australian Commonwealth. We were also favoured with the personal attendance of Sir Joseph Ward, Prime Minister of New Zealand, who emphatically expressed his conviction that the prosperity of his country is due in a great degree to the ownership of the Railways by the State, and to the development secured by liberal concessions in rates and fares, which could not have been made if the Railways had been private property. He added:—

Ward, 19515.

> "We have been in the habit of making concessions by way of reduction of rates, upon the carriage of butter, cheese, fresh fruit, eggs, vegetables and other farm produce, manures, wools, grain, fish, meat (fresh and frozen), timber, live stock for market and for stocking the land, and passengers, in order to carry out the policy of utilising the Railways for the purpose of developing the Country."

239. It is worthy of special note that in connection with proposals submitted to the House of Commons so long ago as 1873 for acquisition of the Irish Railways, to be followed by large reductions of the rates, a memorial was presented, signed by 78 Irish Peers, and 90 Irish Members of Parliament, in which they offered that any loss resulting from such reductions would be made good by Ireland. Strong as the reasons were, in 1873, for a fundamental reform of the Irish railway system, the present conditions of the country still more urgently call for such a change. Amongst other circumstances, all pointing to the same conclusion, the growth of foreign trade in the import of agricultural produce to Great Britain—much of it necessarily in competition with Ireland—has since increased to an enormous extent, whilst corresponding heads of Irish export exhibit, at best, no comparable progress, and are more usually in a stagnant or declining state.

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240. The industrial movement, which had no organised existence in 1873, is now widespread and progressive, so that in many districts it may be desirable, in order to stimulate industrial development and ensure the ful utilisation of the lines, to offer substantial reductions in railway rates on some Irish products; such reductions, however, existing private companies cannot be expected to make, at any rate to the extent required to meet the purpose.

241. Another new factor in the case, and a not unimportant one, is the recent rapid increase in the occupying ownership of land. The consequent extension of tillage, if encouraged by a unified public system of railways, with lower rates, simpler regulations, and improved facilities better understood by the public, must largely increase the export of Irish produce to England, in competition with imports from Continental and other foreign countries.

242. We recommend that the acquisition of the Railways be effected by the issue of a State guaranteed Stock, the interest on which would be a first charge on the net revenue of the unified system.

Diminution of net revenue, consequent on reduction of rates, could of course be regulated and limited by the Railway Authority, according to the measure of their resources, and the results of their experience. Assuming purchase of the lines to be effected on the basis of the financial terms prescribed by the Act of 1844, with a liberal margin allowed for contingencies—including redemption of guarantees, standardisation of inferior lines, and adequate provision of rolling stock—it appears to be practically certain that the annual charge for interest on the requisite amount of Stock (with Sinking Fund postponed for a term to allow development of traffic) would be considerably less than the present annual Net Revenue.

Doubtless also the Net Revenue would be augmented by economies through unified working, and, on the other hand, increases of expenditure, save in exceptional cases of an imperative character, would be subject to control. But whilst the circumstances, broadly viewed by way of anticipation, are such as in our judgment warrant a confident forecast, we consider it vital to success that the financial basis should be so laid as to be incontestably sound, and that the new system should run no risk of being cramped by the pressure, or hindered by the fear, of want of sufficient financial means to enable it to serve its purpose.

We therefore recommend that any deficit in the net revenue should be charged on an annual grant from the Exchequer, and if and so far as the annual amount of such grant is insufficient to meet the charge for any year, that it should be defrayed out of the proceeds of a general rate, to be struck for this purpose by the Irish Railway Authority.

243. The Final Report of the Financial Relations Commission of 1896, which was frequently mentioned during the Inquiry, embodied the following important conclusions, upon which the Commission was practically unanimous:—

> "That Great Britain and Ireland must, for the purpose of this Inquiry, be considered as separate entities.
>
> "That the Act of Union imposed upon Ireland a burden which, as events showed, she was unable to bear.
>
> "That the increase of taxation laid upon Ireland between 1853 and 1860 was not justified by the then existing circumstances.
>
> "That identity of rates of taxation does not necessarily involve equality of burden.
>
> "That whilst the actual tax revenue of Ireland is about one-eleventh of that of Great Britain, the relative taxable capacity of Ireland is very much smaller, and is not estimated by any of us as exceeding one-twentieth."

Having regard to these grave conclusions; to the exceptional circumstances of the Country; its unsound economic condition; the almost total want of non-agricultural industries; and the loss of more than half the population in little more than half a century; as well as the high ratio of Imperial taxation to the very limited resources of the people; we are decidedly of opinion that the annual grant from the Exchequer, to be of appreciable practical utility, should be of considerable amount, and certainly not less than a quarter of a million. We believe that such a grant, applied as we recommend, would not only secure the full utilization of the Irish Railways for the development of resources, but would help to mitigate the pressure of poverty, by encouraging rural employment, promoting general industries, and expanding trade.



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We also recommend that the Exchequer Grant, when and so far as not required in any year to bring up the net receipts of the unified system to the amount of the annual charge for interest on the Railway Stock, should be transferred to credit of a Reserve Fund, and that this Fund should be applicable by the Railway Authority to the construction of branch lines, links, and extensions, and any other exceptional outlay.

244. The terms of purchase prescribed in the Railways Act of 1844 (7 & 8 Vic., cap. 85) are, in our opinion, fair and equitable, and in the case of dividend-earning lines are suited to present conditions. When the price of each Undertaking has been determined in conformity with that Act, it would be paid by a corresponding amount of the Capital Railway Stock to be created and guaranteed by the State.

It will be desirable to make special provision for dealing with exceptional cases of Railways whose net profits are either nominal or nil.

Perpetual Guarantees of Light Railways or other small independent Lines, under the Tramways and Light Railways Acts or any other Statutes, might be redeemed as if in each case the annual amount guaranteed were the actual net profit of the line, and Terminable Guarantees might, in similar cases, be paid off at the present value of an annuity equal to the annual guaranteed amount, and payable for the period of the continuance of the guarantees.

245. We recommend that the unified Railways be controlled and administered by an Irish Railways Board composed of twenty Directors, twelve elected to represent the Ratepayers of Ireland, two nominated by the Treasury, two nominated by the Lord Lieutenant, and, with a view to the direct representation of important interests and industries, one elected by the Irish Port and Harbour Authorities, one by the Irish Chambers of Commerce, one by the Irish Industrial Development Associations, and one by the Associations of the Irish Cattle trade.

We recommend that two Delegates be elected by each County Council, and one by each Municipal Corporation, and that the persons so elected by the County Councils, and Municipal Corporations, in each of the four Provinces of Ireland, shall constitute a Provincial Delegation to meet and elect three Directors to represent the Ratepayers of that Province on the Irish Railways Board.

246. Elections of Delegates and Directors might be regulated substantially in accordance with the procedure for the election of members of the Agricultural Board by Provincial Committees of the Irish County Councils, as provided for in Secs. 8 and 9 of the Agricultural and Technical Instruction (Ireland) Act, 1899 (62 & 63 Vic., cap. 50).

247. We suggest that, the term of office of a Director, whether elected or nominated, should be not less than three years; that the Chairman and Deputy-Chairman of the Board for the first year should be persons with experience of Irish Railways, nominated by the Lord Lieutenant from the Members of the Board; and that, after the first year, the Chairman and Deputy Chairman should be appointed by the Board, which would fix the amount of their remuneration. Also, that in the first year of working of the unified system, no reductions should be made in rates and fares.

We further suggest that the twenty members of the Railways Board, elected and nominated, should be designated "Directors of the Irish Railways"; that the Board should meet at least twelve times a year; that the Directors should be entitled to free passes over the Railways; and that their remuneration and scale of expenses should be settled by the Board.

Standing Committees, each composed of (say) five members, to be constituted as follows:—(1) Finance; (2) Traffic; (3) Engineering; and (4) Locomotive, Carriage and Stores. These Committees to meet as they may determine, or as may be directed by the Board, and the Board shall define their duties and powers, and may specify matters in respect of which the decision of a Committee shall not take effect until confirmed by the Board. The Chairman and Deputy Chairman for the time being to be *ex-officio* members of all Committees.

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248. The Executive Officers should comprise :—

(1) General Manager.
(2) Secretary.
(3) Accountant.
(4) Engineer for Way and Works.
(5) Locomotive Superintendent.
(6) Carriage and Wagon Superintendent.
(7) Goods Manager, and
(8) Passenger Traffic Superintendent.

These Officers to be responsible for the due and efficient working of the system, subject of course to the control of the Directors.

249. Some of the Railways, owing to want of financial resources, are in a defective state. We suggest that the cost of putting them into good working condition, and of providing locomotives and rolling stock required for efficient working of the unified system, should be treated as a capital charge.

250. With reference to Part II. of this Report, we consider that, pending the result of our proposal for amalgamation of the Irish Railways, and control of the unified system by an Irish representative Authority, the following recommendations of a financial nature, arising out of circumstances already fully explained, should be put into effect. As some of them are urgent, and all, in our opinion, are expedient, we think they need not be postponed to await a conclusion on the Irish Railway question at large :—

(*a*) That where the Railway Company and the County Council interested so desire, the Treasury liability in respect of any Light Railway be redeemed, as provided for by the Tramways (Ireland) Act of 1895.

(*b*) That free grants be made, as under :—
£12,000 to the Schull and Skibbereen Committee of Management.
£5,500 to the Ballinascarthy, Timoleague, and Courtmacsherry Committee of Management.
£11,800 to the Cork and Muskerry Company, and the Donoughmore Extension Committee of Management.
£6,000 to the Victoria Bridge and Castlederg Company.

(*c*) That for the purpose of enabling the Cork, Blackrock, and Passage Railway Company to redeem its debenture issue, the Board of Works Loan of £65,000 be increased to £160,000, at such reduced rate of interest as the Treasury may be empowered to charge.

(*d*) That the guaranteeing areas be relieved of any further liability in respect of the Letterkenny Railway.

## XXXVIII.—Summary of Principal Recommendations.

251. We have now, in pursuance of Your Excellency's Warrant, set forth the results of our Inquiry into the present working of Railways in Ireland. Our principal Recommendations on the question of their future working we summarise as follows :—

I. That an Irish Authority be instituted to acquire the Irish Railways and work them as a single system.

II. That this Authority be a Railway Board of twenty Directors, four nominated, and sixteen elected.

III. That the general terms of purchase be those prescribed by the Regulation of Railways Act of 1844 (7 & 8 Vic., cap. 85, sec. 2), with supplementary provisions as to redemption of guarantees, and purchase of non-dividend paying or non-profit earning lines.



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IV. That the financial medium be a Railway Stock; and that such Stock be charged upon (1) the Consolidated Fund; (2) the net revenues of the unified Railway system; (3) an annual grant from the Imperial Exchequer; and (4) a general rate, to be struck by the Irish Railway Authority if and when required.

252. In conclusion, we have pleasure in recording that our necessarily long and complicated Inquiry has been much facilitated, at every stage of its progress, by the efficiency of our Secretary, Mr. George E. Shanahan, and his unremitting interest in the object of our proceedings. Not alone have all the duties pertaining to his office been discharged with marked ability, courtesy, and tact, but his special knowledge of the subject referred to us for investigation has enabled him to render exceptional assistance to every member of the Commission, entitling him thereby to our warm recognition, and constituting a public service of distinguished merit and we hope of lasting value.

We have the honour to be,

Your Excellency's obedient Servants,

CHARLES SCOTTER,
*Chairman.*

PIRRIE,

W. HUTCHESON POE,

THOMAS SEXTON.

GEORGE E. SHANAHAN,
*Secretary,*

13, St. Stephen's Green, N.,
Dublin,

*4th July*, 1910.

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# VICE-REGAL COMMISSION ON IRISH RAILWAYS.

## REPORT

BY

## SIR HERBERT JEKYLL, MR. ACWORTH, AND MR. ASPINALL.

MAY IT PLEASE YOUR EXCELLENCY.

We, the undersigned Commissioners appointed under Your Excellency's Warrant of the 18th July, 1906, regret that we are unable to concur in the Report presented by the other members of the Commission. We dissent both from the conclusions at which our colleagues have arrived, and from the recommendations which they have submitted to Your Excellency.

While we accept generally the statements of fact in Parts I. and II. of the Report, the evidence, as a whole, has not produced the same general effect upon our minds as it appears to have had upon the minds of our colleagues. We are ourselves inclined to attach less importance than they attach to the evidence given against the Irish Railway Companies, and more importance to the evidence given in their favour. In our opinion the result of the evidence is that, if the Companies are considered as having been on their trial, they are entitled to a verdict of acquittal, and that no case has been made out for the reversal of railway policy which our colleagues advocate. In stating this opinion we must not be understood to hold that the existing system, as a whole, is incapable of improvement. On the contrary, we think that great advantage would result from such a change of system as we shall proceed to indicate.

Without dwelling upon minor differences, we wish to call attention to certain paragraphs in Part I. to which we take exception. We desire to deal in the first place with the question of the effect produced by the introduction of railways upon the economic condition of Ireland. It will hardly be disputed that the railways have on the whole conferred great benefits upon Ireland, but there is, we think, a marked difference between their effect upon Agriculture and their effect upon Manufacturing Industries. Broadly speaking, we believe that they have greatly benefited Agriculture by facilitating the access of Irish produce to British markets, while they have tended to check the development of Irish manufactures by facilitating the import of British goods into Ireland.

When there were no railways, and communication, whether between different parts of Ireland or between Ireland and Great Britain, was slow and difficult, local manufacturers had the field to themselves, and enjoyed a monopoly in supplying local wants—an advantage which they lost when they found themselves placed in direct competition with the powerful industries of England. In such circumstances they could hardly hope to hold their own against their formidable rivals, and the event has shown that whatever benefits railways may have conferred upon the country at large, their introduction has been accompanied by a decay of local industries, especially of such as were located in the interior. Further the cheapening of ocean carriage resulted in exposing Irish industries to the competition, not of British manufactures alone, but of Foreign goods also, while food products pouring into Great Britain from all parts of the world, competed with the staple products of Ireland.

The decay of industries, which had flourished for generations and had given employment in many parts of Ireland, coincided with the introduction of railways and with the rapid decrease in population which took place after the famine in 1848. It is not easy to say how far the decline in population led to the decay of the industries, and how far the failure of the industries forced the people to emigrate. Whatever may be the explanation, it is a fact that the population has diminished from little short of nine millions to less than half that number, in a period of 60 years. But this decrease cannot be attributed wholly to trade depression, for the decrease of the rural population in Great Britain has been quite as large. The difference is that in the latter the people have moved into the towns, while in Ireland, where there are comparatively few industrial centres, they have left the country, partly for foreign countries, but largely for the great towns of England and Scotland. So far as a congested population have taken advantage of improved communications to better their condition, the result cannot be regarded, economically speaking, as an unmixed disadvantage.

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The remedy for industrial depression suggested by our colleagues in Par. 82 is the reduction of export rates, and in support of their contention they point to "the important results secured by countries competing with Ireland through the operation of very low transit rates and improvements of transit facilities." We agree that a substantial reduction in the Irish through rates would stimulate exports, but it is material to enquire how the low rates and the facilities which apply to imports of foreign produce into Great Britain have come about, and why corresponding rates and facilities do not apply to imports from Ireland. The Commission had comparatively little direct evidence on the point, but evidence is hardly required because it is a matter of common knowledge that low rates and special facilities are the direct and invariable accompaniments of traffic large in volume, regular in transmission, and presented to the carriers in a form convenient to handle. In such conditions it is notorious that railway and shipping companies can afford to give rates and facilities which could not otherwise be given, and this fact is in our opinion sufficient to account for the difference in the treatment accorded to foreign and Irish produce. If the latter were presented in the same conditions we cannot doubt that it would obtain the same advantages, and this leads us to conclude that the remedy is not to reduce rates with the hope of stimulating traffic, but to organise production and distribution as they are organised abroad—believing as we do that reductions in the cost of transit would be certain to follow. We do not think that reductions of rates are more likely to occur under public than under private ownership of railways, indeed the official statistics of the respective countries show that the fall in the average rate has been much greater on the privately owned railways of France and the United States than it has been on the State owned railways of Prussia, which are universally accepted as the most favourable example of State managed railways in the world.

The evidence which the Commission have had on such subjects as Agriculture, Fishing, and other industries, leads us to believe that the fullest advantage has not been taken of the capacity of the country to produce articles for which a ready market exists in Great Britain. Foreign countries far less well circumstanced by climate, fertility, and situation than Ireland have obtained command of that market by the adoption of methods which enable them to send their produce with regularity in large quantities, and consequently at the cheapest possible rate. If similar methods were adopted in Ireland, we believe that the same results would follow, and to such an extent that foreign produce would compete with difficulty with the produce of a country possessed of such natural advantages as Ireland unquestionably enjoys.

The butter industry referred to in Pars. 76 and 77 is a case in point. The preference shown for Danish butter in the English market can have no connection with the cost of transit because the carriage of Irish butter to the principal markets in England is cheaper than that of the rival article. Neither can it be attributed to inferiority of Irish as compared with Danish butter. The cause is evidently the intermittent supply from Ireland, due to the neglect of winter dairying. It is suggested in Par. 77 that a reduction in railway rates would encourage winter dairying. In our view to begin by reducing rates to a level unremunerative to the carrying companies would be to begin at the wrong end. It would be, in effect, to impose a tax upon railway receipts in order to put a premium upon faulty agricultural methods. If winter dairying were established first, we believe that there would be such an increase in the volume and regularity of the traffic that lower rates would follow as a matter of course. Moreover, though reductions in rates might help the industry, the effect of such reductions would be insignificant, having regard to the small proportion which existing rates bear to the value of the goods, in comparison with the effect of establishing winter dairying. This, coupled with the co-operative methods which have made the industry so successful in Denmark, could not fail to increase production and ensure the supply of Irish butter to the British market all the year round, thus enabling it to compete with Danish butter on its merits in the United Kingdom, and putting a stop to the importation of the latter into Ireland. How large a field is open to Ireland in this single industry is shown by the fact that in 1908 butter to the value of £24,080,912 was imported into the United Kingdom from abroad against only £4,026,023 exported from Ireland.*

The Commission had also a considerable amount of evidence on the trade in eggs, referred to in Par. 78, to which the same remarks apply. We conclude that there are other agricultural industries of a similar character to which the attention of the Commission was not specially drawn.

* Report of Departmental Committee on the Irish Butter Industry to the Department of Agriculture and Technical Instruction issued 23rd March, 1910.

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Referring to Par. 83 we do not think that any argument can be founded on the disparity between the average cost of conveyance per ton of goods in Ireland and in Great Britain. As the railway witnesses pointed out, the comparison is vitiated, not only by the immense volume of mineral traffic carried at low rates in Great Britain to which there is no counterpart in Ireland, hut also by the fact that the averags length of haul is prohably considerably greater in Ireland. A comparison of average passenger fares in the two countries is equally delusive on account of the enormous urhan and suburhan passenger traffic carried at very low fares in Great Britain. In such unequal conditions, no conclusions of any value can be drawn from comparisons of averages. The only true comparison is between individual rates and fares in actual operation under comparable conditions for equal distances, and tried by this test the impression produced on our minds by the evidence is not unfavourahle to the Irish railways.

We desire to add to the opinions expressed in Par. 114, that while the evidence points to a preponderance of opinion in Ireland, outside Ulster, in favour of the acquisition of the railways hy the State, such as the Allport Commission found more than twenty years ago, we think that in a matter of this kind, involving some degree of expert knowledge, opinions should be weighed as well as counted, and of the larger traders who appeared hefore us there was certainly not a majority in favour of State ownership. Moreover, there is general agreement that many improvements have taken place since 1888. The number of independent companies has been largely rednoed, and the existing managemsnt is, in our opinion, mnch less open to criticism than it was.

Chapter XXIV. summarises the evidence given to the Commission on the subject of the railway systems of Australasia. We accept the acouracy of the summary of the svidence as given. But we desire to point out that :—

(1) No critic of the Australasian system appeared before us, though suoh oritics notoriously exist.

(2) It is admitted, even by those who laud that system as it now stands, that serious difficulties and drawbacks existed at the outset and were not got rid of for many years.

(3) It is shown by the official statistics that only within the last two or three years has the net income of the Australasian railways sufficed to cover the interest on the Railway Capital.

(4) Mr. Davies, late General Manager of the West Australian Government Railways, told us in his evideuce that, "comparing Australia with Ireland, the goods rates are higher in Australia, passengers' normal fares are higher, and there are fewer concessions of special fares," and also that the Irish railways give "a much bigger service." Davies, 21210, 21217.

Further, so far as the general effect of the evidence from Australasia is to support State ownership as opposed to private ownership of railways, we would desire to point out that, even if we admit that a railway policy, which was largely forced upon Australia and New Zealand by local requirements, has been justified by results, or that a similar policy might have been applicable to Ireland as it was 60 years ago, it does not follow that it would be applicable to Ireland now. We entirely agree with the conclusion at which our colleagues finally arrive in Par. 122 of their Report that it would be misleading to apply any conclusions derived from the experience of Australasia to the circumstanoes of Ireland. These circumstances indeed differ fundamentally, and in most respects offer striking contrasts. To mention only one: Australia—a continent with few seaports, and a sparse though growing population—required, and etill requires, the opening up of districts large in extent, and remote from the seaboard, which could not be effected by private enterpriee. Ireland, comparatively small in area, bnt relatively populous, with an extended coast-line so provided with ports that scarcely any interior point is more than 50 miles distant from one or more of them, is already in possession of a fairly complete system of internal communication by canal, river, or railway, msinly provided by private enterprise. On the whole, therefore, we are decidedly of opinion that no argument in favour of the intioduction of a National Railway System in Ireland can be founded upon the existenoe, however successful, of suoh a system in Australasia.

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We concur generally in Part II. subject, though to a less extent, to a divergence of opinion, somewhat similar to that which we have already expressed in regard to Part I.

We pass now to the conclusions at which we have arrived, and to the recommendations which we think it our duty to submit for Your Excellency's consideration. We will endeavour to answer the questions put to the Commission by taking the terms of reference in order.

### First Term of Reference.

The first question is how far do the railways in Ireland "afford, separately or in conjunction with other means of transit, adequate facilities for the cheap and rapid transport of goods and passengers within the Island and to Great Britain."

The answer to this question depends somewhat on the meaning to be attached to the words "adequate," "cheap," and "rapid," and also upon the class of railway to which they are applied. We must, at the outset, draw a distinction between the Trunk and the Light railway systems, dealt with in Parts I. and II. respectively. With regard to the former we consider generally that the facilities afforded are as adequate, and the transport of goods and passengers as cheap and rapid as can be reasonably expected in existing conditions, having regard to the volume of traffic and the economic conditions of the country. If the volume, relatively to the mileage, were as large as it is in Great Britain, so much could hardly be said. Moreover, the standard of adequacy, cheapness, and rapidity varies on different railways, and will usually be found to be higher in the case of prosperous lines, than it is in the case of those whose circumstances are less fortunate. We are of opinion that, on the whole, the railway companies are seeking in their own interests to promote traffic, and to meet the requirements of the travelling public. There have undoubtedly been defects in the management of individual railways in the past, but we believe that they have been so far removed that there is now comparatively little ground for complaint on the score of administration. The investigation of the numerous complaints which the Commission received has led us to the conclusion that the management of the principal Irish companies is not inferior to that of similar companies in England and Scotland.

Regarded as a whole, the service given by the larger Irish railway companies does not compare unfavourably with that given by railways in Great Britain when allowance is made for the differences, both in the volume and character of the traffic, and in the industrial circumstances of the two countries. The companies have made many improvements in recent years. They have spent large sums in improving their permanent way, in strengthening bridges, and in providing more powerful engines and better rolling stock. In passenger traffic they have increased the number and accelerated the speed of trains; they have admitted third class passengers to almost every train; they have encouraged tourist traffic, not only by giving cheap fares, but by building hotels; they have studied the convenience of traders and others by running special market trains, and by giving cheap market, traders', season, and week-end tickets; while in certain districts they have given free residential tickets with the object of stimulating building. With regard to goods they have laid themselves out to promote traffic by giving an exceptional number of special rates; they have helped the cattle trade by running special trains in connection with fairs, by conveying live stock by passenger trains, and by providing loading banks and other facilities; they have actively assisted in the development of the fishing industry by giving low rates for the carriage of fish, and by providing extensions and sidings; and finally they have spent money, not always profitably, in endeavouring to promote the development of new industries. A comparison of the complaints summarised by the Allport Commission in 1888 with the state of affairs existing to-day, will show what progress the Irish railways have made in the interval.

That their efforts have not been fruitless is shown by the growth in traffic that has taken place in recent years. Between 1891 and 1906, passenger journeys increased in number from 22,202,258 to 29,216,710, and receipts from passenger train traffic from £1,696,082 to £2,179,312; while receipts from goods traffic, including minerals and live stock, increased from £1,463,125 to £1,868,304. In the same period, gross receipts from all sources increased by 30·43 per cent., as compared with percentage increases of 43·61 in England and Wales, and 44·68 in Scotland. These results cannot be regarded as

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unsatisfactory, when it is borne in mind that the population of England and Wales increased by 18·78 per cent., and that of Scotland by 17·09 per cent. in the period under review, while the population of Ireland, so far from showing any increase, diminished by 6·25 per cent. Examined in detail, the traffic figures compare fairly with the corresponding figures in Great Britain, and point to a steady growth of trade and locomotion. We can find no justification for the opinion, expressed by a representative of the Irish Reform Association, that the commercial system of Irish railway administration is incompatible with the due development of Ireland, and that it has broken down as a means of facilitating progress. We do not find, judging by such evidence as is available, that rates and fares, with the exception of second-class fares, are higher on the whole in Ireland than they are in Great Britain, and though we have been told that equality in rates and fares is not sufficient, and that the industrial conditions of Ireland require a standard of railway charges lower than the standard which prevails in Great Britain, we consider that it is not so much a question of rates which traders desire, as one of rates which economic conditions make it possible to give.

The existing companies do not make excessive profits. In 1907 their profits were no more than sufficient to give an average return of 3·84 per cent. on their capital, and it is noticeable that, while in recent years, gross receipts have continued to expand, there has been no corresponding increase in net revenue. Dividends, indeed, are smaller than they were ten years ago, and railway securities show a large depreciation. Meanwhile, though wages increased by £350,000 per annum between 1891 and 1906,* rates were reduced, rolling stock was improved, and increased facilities were given to the public. Railway companies, fenced about with statutory restrictions, and faced with ever growing expenditure, too often find expansion of business unattended by any increase of net revenue.

We may sum up our conclusions under this head by saying that while, so far as the larger railways are concerned, we believe that the companies have done their best, both separately and in conjunction with other means of transit, to give adequate facilities for the cheap and rapid transport of goods and passengers, in our judgment the system itself is faulty, and the adoption of a better system would enable improved facilities to be given. We cannot express so favourable an opinion of the service given by the light railways. With a few notable exceptions, it is distinctly inferior, though we attribute the inferiority less to want of efficient management than to faults arising mainly out of defective legislation. In their case the need for reform is greater than it is in the case of the larger systems, and, in our view, their continued existence as independent companies is economically indefensible.

## Second Term of Reference.

The second question is "what causes have retarded the expansion of traffic upon the Irish lines, and their full utilisation for the development of the Agricultural and Industrial resources of the country."

A complete answer to this question would involve an inquiry ranging over the whole field of Agriculture and Industry in all its aspects. The Commission did not think it to be their duty to carry their investigations beyond the railways, to which they assumed that their attention was to be specially directed, and it has only been incidentally that matters connected with Agriculture and Industry, apart from their connection with railways, were brought to their notice.

The evidence given to the Commission, the comparisons of traffic referred to in the previous section, and above all the statistics of Irish Trade that have been published by the Department of Agriculture and Technical Instruction since the commencement of the inquiry, lead us to doubt whether the expansion of traffic has been retarded. The information points to a general increase of traffic, which we cannot but regard as satisfactory in somewhat discouraging circumstances. If traffic has not expanded as much as it might had the conditions been more favourable, the failure must, we think, be attributed to a variety of causes, of which railway service is only one, and not the most important. On this point we have come to the conclusion that the railway companies have done what they could, in their own interest, and so in the public interest, to stimulate traffic; that they have succeeded in augmenting its volume; and that, to this extent,

* Extract from abstract of evidence furnished by Mr. Tatlow, previous to his examination:—"Of the additional amount of £792,234 expended in working the railways in the year 1906, as compared with 1891, about £350,000, or 44 per cent. has gone in the payment of wages, and practically the whole of this sum has been expended in the country."



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they have benefited the industries of the country. We believe, however, that improvements in the system would lead to economies in working, which, so far as anything can be done by railways, would tend to promote their utilisation to the fullest extent compatible with their character as commercial concerns. We do not deny that they might be utilised still more, if considerations of profit were disregarded, and if the business of transport were conducted at a loss, but such a change would necessarily involve the taxation of the many for the benefit of the few—a principle which does not find general acceptance in the United Kingdom. The common contention that railways should be worked for the benefit of the community, irrespective of profit, implies either State purchase, or assistance towards the cost of working, in some form, from public funds. Assistance towards the cost of construction has indeed been given in Ireland, and we think rightly given, having regard to the conditions of the country; but we submit that any further application of public resources to the promotion of railway facilities should be limited to such purposes as (1) the provision of extensions in necessitous districts, where a return in the shape of industrial benefit, commensurate with the cost, is to be looked for, though the railway capital directly involved does not receive a commercial return; and (2) specific contributions in special cases towards the cost of general improvements, especially where these are of an experimental nature.

In any case in which a Treasury grant is given for further local extension in necessitous districts, two points ought to be kept prominently in mind:—(1) the necessity for the utmost economy in construction, consistent with efficiency, and (2) adequate service over the line when constructed. We are aware that Belgium differs greatly from the West of Ireland, but when we find that the Belgian light railways have cost little more than half the Irish light railways per mile of line, that they usually give a service of five or six trains each way daily, as against three, or even in one case two, in Ireland, and that the Belgian lines pay over 3½ per cent. on their capital, while the Irish light railways no more than pay their working expenses, we cannot but think that there are lessons to be learned from Belgium.

Colonel Poë's Memorandum Appendix 21, Final Report.

In reference to capital cost, so far as it is due to the price of land, and to legal proceedings in connection with its acquisition, we think the course adopted by the French Government in recent years has much to recommend it. That Government, having found that juries taken from the locality tended to put excessive valuations on their neighbours' land, has of late years made it a condition of the grant of public money that land required for a railway shall be provided by the local authorities at their own expense as their contribution to the capital of the undertaking. As for cost of construction proper, we do not desire to enter into the matter in detail, but we think that promoters and engineers ought to be encouraged to depart as far as possible from the traditional standard of main line construction. Possibly a Board of Trade Memorandum, suggesting methods and standards of construction, such as have been found sufficient by experience in Belgium, France, and other countries, might be useful for this purpose.

Further, we think that it would be only reasonable that the State should retain special rights of control over the service given on railways for which it has found the capital. We think the original grant should reserve the right of the State to call for additional trains at a price to be fixed in advance. In French light railway concessions a clause to this effect is universal, and is found to work satisfactorily. The expense of running an additional train on a light railway may often be quite small, and yet may be more than the additional receipts that it brings. A railway company will naturally therefore be disinclined to run it. Supposing, however, that the additional cost is 1*s.* per mile and the additional receipts are 10*d.*, indirect public advantage may well be far in excess of the direct public loss of 2*d.*, which would be incurred if the public authority made up the difference to the Company.

We are of opinion that expectations of advantage, which the substitution of public control for commercial management might be expected to confer upon traders and the general public, would not be realised, and that economies which might, in theory, be effected by a change of administration, would be more than neutralised by the loss of the stimulus which direct interest in successful working alone can give, and by the increase of expenditure which would, we doubt not, be the result of non-commercial management. The evidence with regard to the butter trade, to which we have already drawn attention, is sufficient to illustrate what we believe to be the true cause of the slow expansion of Irish railway traffic and to point to the true remedy.

Our answer, then, to the second question is that, while we find little evidence of retardation in the expansion of traffic, traceable to any neglect of opportunity or defect in management on the part of the railway companies, we think that expansion might be assisted by the adoption of a better system, but much more by improvements, apart from railways, in the organisation and methods of Agriculture and Industry.

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## Third Term of Reference.

The third question is: "By what means the economical, efficient, and harmonious working of the Irish railways can be best secured."

We have already indicated that in our opinion the railway system as it exists to-day is faulty, and the reason for this we consider lies in its subdivision among a number of independent companies, entailing the evils of divided control, absence of co-ordination, needless expense, and financial weakness.

The two remedies which have been pressed most prominently upon our attention are the purchase of the railways by the State, and the amalgamation of the existing companies. The evidence is summarised in Parts I. and II., and we desire now to make further observations upon both points.

The purchase of the railways by the State has often been proposed, and has as often been rejected. The Devonshire Commission were of opinion in 1867:—

> "That it is inexpedient at present to subvert the policy which has hitherto been adopted, of leaving the construction and management of railways to the free enterprise of the people, under such conditions as Parliament may think fit to impose for the general welfare of the public."

The Allport Commission stated in 1888 that:—

> "While the preponderance of local opinion in Ireland has been in favour of State purchase of the Irish Railways, the weight of expert judgment, of successive Governments, and of the House of Commons, has been against that course, whether considered as an end or as a means."

They gave, as the main reason for this conclusion, the belief:—

> "That no Government could successfully carry out such a duty as the management of even the Irish Railway system."

and they referred in particular to the often quoted, but false, analogy of the Post Office. They stated their own conclusions in the following words:—

> "We ourselves completely agree with the concensus of practical opinion, which is unfavourable to State management. Many of those who differ from this conclusion would probably admit that recourse to State purchase should only be had in the last resort, whether with a view to leasing the lines to one or more working companies, or to direct administration by a public department."

We are in full agreement with the opinions of our predecessors on this point, and we only refer to it now because, while the idea of the State owning the railways and leasing them to operating companies is now abandoned, the idea of public management is still widely held, and was supported by many of the witnesses who appeared before us. As the Allport Commission remarked:—

> "The evils of the present condition of things are strongly felt, and recourse is naturally desired to that panacea for them, which has been so frequently advocated."

The evils which existed twenty years ago have been much abated, but the inclination to turn to the State for assistance appears to survive with undiminished force.

If there has been agreement, practically unanimous, among those best qualified to form a judgment, on the inexpediency of State purchase, there has been a still more pronounced concensus of opinion in favour of amalgamation. From 1836 onwards, successive Commissions have advocated concentration of management with remarkable unanimity, and successive Governments have expressed views favourable to amalgamation, without, however, giving effect to them by legislation.

In 1867 the Devonshire Commission reported in favour of amalgamation. In 1873, the Government signified their willingness to give financial assistance to the companies in consideration of amalgamation, having regard to its attendant advantages to the public. In the following year the Chief Secretary intimated that:—

> "Parliament might beneficially lend its assistance to promoting amalgamation, and possibly facilities might be given by the Government, by which it might be rendered easier and cheaper than at present."

A Committee of the House of Commons in 1881–2 recommended:—

> "That the amalgamation of Irish Railways be promoted in every way, including, if necessary, direct Parliamentary action."



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The Allport Commission of 1888 suggested a scheme for facilitating amalgamation by voluntary arrangements on the part of the companies, and failing such arrangements, by compulsion. In 1899 the Chief Secretary stated that, in the opinion of the Government, the best hope of improvement lay in the direction of voluntary amalgamation. Finally in 1901 the Chief Secretary indicated that the view of the Government was rather in the direction of amalgamation than of State purchase. We do not dwell further upon these repeated declarations, as we are not aware of any circumstances in the last twenty years that would lead us either to question the soundness of the conclusions at which former Royal Commissions and former Governments arrived, or to doubt their applicability to the conditions of the present time. We cannot, however, shut our eyes to the probability that amalgamation would entail increased expenditure, which might go far to neutralise economies. The General Manager of the Great Northern Company, whose familiarity with the working of the Irish Railways is admitted, told the Commission that, although the amalgamations with which he had been concerned had led to an increase of revenue, they had not been attended with any reduction in expenditure. He gave it as the result of his experience, that expectations of reduced expenses were generally disappointed, and he did not anticipate greater economy from unification of all the lines, than from amalgamation into two or three separate systems. Apart from increased expenditure on permanent way and rolling stock, a general levelling up of wages would almost certainly occur, and this in itself, though good for the railway servants, would go a long way to eat up any savings that might be effected in other ways.

Plews, 45535, 49197.

While we are in favour of a policy of amalgamation with the ultimate object of including the principal railways in a single system, we may point out that there are certain lines that are classed as railways, such as the Victoria Bridge and Castlederg, the Dublin and Lucan, or the Dublin and Blessington lines, which being really tramways, serving purely local interests, need not be incorporated with the general railway system.

Neither do we consider that amalgamation need be effected at one time, or by one operation. We think it should take place by degrees, beginning with the absorption by the larger companies of smaller lines with which they are in close connection, whether physical junctions exist or not. Where there are differences of gauge, the expediency of substituting standard for narrow gauge, with a view to facilitating through working, might well be considered, but, in our opinion, difference of gauge should not be regarded as an obstacle to the incorporation of light railway lines into the general railway system.

We think it would be far preferable, in the first instance, to allow amalgamation to take place gradually, by voluntary action on the part of the companies themselves, and to give them such assistance that they would neither be put to expense nor be subjected to disabilities by adopting that course. We are aware that when railways, seeking to amalgamate, or to make working agreements, have recourse to Parliament, they are in the first place put to the heavy expense which the procedure entails, and in the second place are liable to have onerous conditions put upon them. We believe that amalgamations or arrangements having practically the same effect, would often take place were it not for well founded apprehensions in these respects. The desire to combine has lately become evident in Great Britain, and even the Irish companies, which have comparatively little to gain by the suppression of competition, are not insensible to the advantages of combination. Apart from light railways, the number of independent companies has already been reduced from 77 to 16; the recent absorption of the Waterford and Limerick by the Great Southern and Western Company shows that, even in existing conditions, amalgamations may take place; and we know that others have been under consideration. We are, we think, justified in concluding that the movement would make rapid progress if the way were made easy, and if the companies were further given to understand that, failing voluntary action on their part, within a reasonable time, compulsion would be applied. As an additional inducement to amalgamate, financial assistance might be given in exceptional cases to bridge over the gap between what a small company might reasonably ask and a large company could reasonably afford to give.

The redemption by the Treasury of their annual contributions towards the payment of the dividends of guaranteed railways has given substantial relief to the guaranteeing areas in the three cases in which it has been carried out. If, in other cases, redemption, or the concession of free grants, were made conditional upon amalgamation, a powerful incentive would be given to induce the companies and the guaranteeing areas to come to terms. Companies that have obtained loans from the Board of Works might similarly be offered a reduction of the rate of interest as a condition of amalgamation, while the amalgamation of the larger companies might be assisted, if the Treasury were empowered to entertain applications for loans at a low rate of interest to enable these companies to diminish their fixed charges. By such means amalgamation might be stimulated without

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imposing undue burdens on the Treasury, and so confident are we that much might be done in these ways, that we think an attempt should be made to encourage voluntary combination before resorting to coercive measures.

We accordingly recommend that His Majesty's Government should consider the expediency of giving, by legislation, permissive powers, of which companies, desirous of amalgamating, might avail themselves, enabling them to combine under the authority of Orders in Council, without requiring an application to Parliament in each individual case, and at the same time authorising financial assistance of the kind which we have indicated. We think that the measure should be as simple as possible, and that the doctrine that amalgamation is a boon only to be purchased at the price of concessions to every interest affected, should in this case be held to be excluded by the consideration that here amalgamation is at least an equal boon to the public at large.

On this subject we find ourselves in full agreement with the views and recommendations of the Devonshire and Allport Commissions to which we have made such frequent reference. The former advised that, as a special arrangement, Parliament should, for a limited period, waive its right to consider each amalgamation as a special case, and that amalgamation should be facilitated, and the difficulties in the way of it removed by a special measure. They contemplated giving the shareholders in each case the initiative in proposing an amalgamation, the terms being subsequently legalised by Order of Council.

The latter made the following recommendations :—

> "We have already stated that we are of opinion that the amalgamation of the numerous existing companies is most desirable in the interests of the public, if accompanied by proper safeguards. Such a measure would also be advantageous to the property generally, if the terms were fairly adjusted. There is, moreover, so widespread a consciousness of the advantages of amalgamation, that in almost every case where that course is clearly desirable we think that it may be expected that some class of proprietors, or others having a pecuniary interest in one of the lines concerned, would, if only for the avoidance of unnecessary expenditure, be ready to initiate the application for amalgamation, if they were satisfied that means existed whereby such a measure could be cheaply and equitably carried out. We advise that power should be given enabling such class to pass a resolution to this effect, on which action could be taken by the Irish Railway Commission. In this connection it must be remembered that most of the minor railway companies in Ireland are in debt to Government, which would therefore have a *locus standi* in all such cases, sufficient to enable it to initiate measures of amalgamation. Government could further assist such measures by means of suitable re-arrangements without falling into a worse position than it at present occupies. We need not here follow this argument into detail, but we may observe that Government loans to Irish railways bear interest at 4 per cent., and are largely in arrear in respect of both interest and principal, as shown by the table in pars. 54, whereas the credit of the larger companies even now enables them to borrow with facility at about 3¾ per cent. The Government, moreover, desires repayment of the principal sums advanced by it, whereas Railway Debenture Stocks are generally sought after as a permanent investment.
>
> "Taking these circumstances into consideration, we believe that if means be supplied by which amalgamations can be cheaply carried out, on terms fixed by arbitration, in case of difference, and approved by the Irish Railway Commission, in any case in which an application is made by a party concerned, it is to be expected that the number of independent companies in Ireland would in a few years be largely reduced by their own voluntary action. Failing the attainment of this result, we think the importance of the subject would warrant compulsory action on the part of the State, but we would prefer to see as much as possible left to voluntary action in the direction just described. We recommend that the Act authorising amalgamations generally should allow a period of from three to five years for the voluntary method of amalgamation to take effect, after which time the Act should empower Government to take action with a view to combining the whole system in the charge of a single company. The supervision of these changes and the work of arbitration in connection with them, should be assigned to the Irish Railway Commission. These particular duties, though temporary, would be very important while they lasted, but we do not think that they would be heavier or more difficult than could be discharged, with justice to all parties and with reasonable dispatch, by such a department if properly constituted and supplied with an adequate staff."

It should be explained that the "Irish Railway Commission" referred to in the foregoing extract was the name proposed to be given to a new Board which the Allport Commission considered it necessary to set up. They recommended that this body should be charged with certain specific duties including that of :—

> "Arranging or approving the terms on which existing Companies should be amalgamated, both as regards the financial arrangements involved, and with a view to the protection of any public interests which might be endangered by such an operation."

There was then no existing organisation to which the suggested duties could be committed, but since that time two new bodies have been created, namely the Department of Agriculture and Technical Instruction, and the Light Railway Commission, to the latter of which we desire to draw attention in this connection. In virtue of their constitution and experience, we think that the Light Railway Commission, if strengthened by the addition of a member familiar with the conditions of Irish Railways, and a financial

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member nominated by the Treasury, would be so well qualified to deal with schemes of amalgamation and extension, that it would be unnecessary to appoint a new and independent Board for the purpose. We accordingly suggest that the Light Railway Commission, strengthened as proposed, might be charged with the duty of considering all such schemes, and might be empowered to hold local enquiries, and to frame Provisional Orders for confirmation either by the Board of Trade or by the Irish Privy Council, adopting in the one case the procedure of the Light Railways Act of 1896, and in the other the procedure of the Tramways (Ireland) Act of 1883—in either case such orders, when confirmed, to have the force of Acts of Parliament. Should the second course be preferred, we further suggest that, with a view to safeguard the interests of traders and the public generally, every draft Order should be approved by the Board of Trade before being submitted to the Privy Council. By the adoption of such a method, we believe that the needful powers could be given with the minimum of difficulty and expense.

We think that, pending amalgamation, no new Railway company should be incorporated, and no extension of existing lines should be sanctioned, without special provisions laying down the precise terms on which the new company or the new line, as the case may be, is to be absorbed. If an extension were desired which an existing company was unwilling to provide out of its own resources, and it became a question of financial assistance from public funds, we think that the Commission should hold a local inquiry, and report upon such matters as the capacity of the district for industrial or agricultural development, the benefits which a railway may be expected to confer upon it, the prospects of successful working, the population that would be affected, their ability to bear their share of the cost, and the willingness of the local authority to contribute towards the expense of construction and maintenance. An independent inquiry is, we think, necessary with a view to ascertain, firstly, whether a contribution from public funds can be justified on grounds of public utility, and, secondly, whether the locality can bear a share of the burden commensurate with the benefit which it would receive. It has often happened in the past that local liabilities, lightly assumed in the first instance, on the strength of sanguine estimates of traffic, have given rise to discontent, when their full weight has come to be felt. We doubt whether any railway ought to be sanctioned which is liable to entail an addition to the rates of more than 6*d.* in the pound. As a general rule, we think that where a railway is mainly required for local purposes, its cost should not be a charge on the whole community, and that, while assistance to a limited amount might continue to be given by the State, a substantial proportion ought to be borne by the locality itself. If a fair proportion cannot be obtained locally, by guarantee or otherwise, without putting an undue burden on the ratepayers, we are of opinion that the extension ought not to be made. We recognise that it may be justifiable in certain circumstances to provide new railways, even wholly at the public expense, but looking to the fact that no place of any importance in Ireland is unprovided with railway communication, that few extensions could now be made with any prospect of profit, and that extensive tracts of barren land, mountain, and bog are scantily inhabited, and could in no event support a large population, we think that a clear case should be made out in every instance, so that public resources may not be wasted in the construction of railways for which there is no real need.

We agree in the opinion of the Allport Commission that when assistance is given by the State it should take the form of a direct contribution towards the cost of construction, rather than that of a guarantee of interest on capital. We also agree that extensions should, as far as possible, be uniform in gauge with the lines with which they connect.

We are of opinion that the principle of private ownership should be maintained. We believe not only that railways are better and more economically managed by Directors responsible to their own shareholders, than they would be under any form of State or popular control, but that their administration on commercial principles is the best in the public interest. We believe that all the advantages claimed for State ownership or popular control would be realised by retaining the existing system of administration, and that any saving in expense which might result from amalgamation would lead primarily to the improvement of facilities and to the lowering of rates. Experience shows that, while good service can only be given by companies in the enjoyment of a reasonable degree of prosperity, increased receipts, whether arising out of economies in working or from other causes, do not go, wholly, or even mainly, to swell dividends.

At the same time we are not insensible to the fears of a monopoly, and we think that supervision of a unified system should be exercised by a Government department capable of bringing pressure upon the company. Attention has been drawn in Part I. to the exceptional power which the Department of Agriculture and Technical Instruction

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possesses of taking the complaints of traders before the Court of the Railway and Canal Commission. It has also been suggested that complaints as to rates and facilities might be dealt with by transferring to the Department the powers now exercised by the Board of Trade under Section 31 of the Railway and Canal Traffic Act of 1888, and that they might be further empowered to assist traders in their dealings with the railway companies. If effect were given to these recommendations, the Department would have such an intimate knowledge of the relations subsisting between the railways and the trade of the country, that they would be in a position to make representations, which no commercial company could afford to disregard. This is another question in which we are in agreement with the Allport Commission, who, in discussing the relative advantages of dealing with complaints by means of a judicial body and an Administrative Department, made the following observations :—

> "In the case of railways there is a special advantage which a department would possess over a Court of Law, namely, that the former can, apart from any power with which it may be invested by statute, intervene between parties in an informal and friendly manner impossible to a Court of Law. The mere fact that a simple letter of complaint would lead to a demand from such a department for an explanation, would, we think, keep the railway authorities more on the alert to anticipate such complaints, and to initiate improvements, than they now are in Ireland, or are likely to be under the present system. When a complaint has once been made, a moderate amount of tact and good sense on the part of the Department should enable them either to secure a remedy from the company, or to satisfy the complainant that his case has been investigated, and that nothing can be done. In such matters it is very probable that sometimes one side will be unreasonable, and sometimes the other; and it is not to be expected that one of the disputants will be convinced by the other that he is in the wrong; but a third party, if known to be impartial, can do this with comparative ease. Again a department can look at the bearings which a particular case may have on general interests more easily than a Court of Law, which can only take cognizance of the particular matters brought before it."

We think that all ordinary complaints could be dealt with in a satisfactory manner if the course we suggest were adopted, and that while matters of exceptional importance should, as heretofore, be reserved for the decision of the Railway and Canal Commission, the Department of Agriculture and Technical Instruction would be peculiarly fitted to exercise the powers now vested in the Board of Trade by Section 31 of the Railway and Canal Traffic Act of 1888.

The Department being in close touch with industry, not only through its own officers, but through the Council of Agriculture, which contains representatives of all the principal local authorities, and through the Agricultural Board, has exceptional means of ascertaining the requirements of trade in general, the needs of particular districts, and the amount of assistance which the railways could fairly be called upon to render. The Department is, we are informed, further empowered by the Agricultural and Technical Instruction (Ireland) Act of 1899 to aid and facilitate the carriage and distribution of agricultural produce, to the point even of giving financial assistance to railway companies in consideration of reductions in rates. While on the one hand they would thus be in a position to make their influence felt, they would, on the other, be able to assist traders in obtaining reductions of rates by inducing them to adopt improved methods of production and packing, and to offer their produce in larger volume and with greater regularity. If, to take the single instance given above, their efforts resulted in the establishment of winter dairying, coupled with co-operative methods of production, we believe that Ireland might capture the bulk of the foreign butter trade, valued in 1908 at more than 24 millions sterling, besides obtaining the substantial reductions in rates which the railway companies would be able to give if the article were sent in large and regular quantities. We believe that the expansion of traffic could be better secured by such means than by attempting to apply the artificial stimulus of reducing rates to an uncommercial level. In very exceptional cases, the reduction of rates by means of direct financial assistance, furnished either by the Department itself or by particular localities, might be tried should such assistance be likely, in their judgment, to promote the establishment of new industries. If County Councils were permitted to levy rates for the purpose of reducing the cost of carriage of particular articles, the arrangement for this should be carried out, not by direct communication between the railways and the County Councils, but through the Department of Agriculture and Technical Instruction; but experiments of this kind should, we think, be closely watched, and neither made on a large scale nor continued for more than a limited time. Reliance should, in our opinion, be placed mainly upon the healthy expansion of traffic which improved methods of production, and increased volume of trade, would assuredly bring about.

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As will be seen from the foregoing, while we are not prepared to accept any form of public management, we think the pressing question of the moment is the unification of the Irish railway system and its management by a single hand. We have, therefore, refrained from recommending any fresh legislation beyond that which is needed at the outset. But we are conscious of the fact that when amalgamation is consummated and such railway competition, actual or potential, as exists at present has been done away with, it may be necessary to place further powers of control in the hands of some public authority. What these powers should be, and in whose hands they should be vested we do not discuss here. But we desire to call particular attention to the success of the system of Railway Councils established throughout Germany, as described in detail in the recent Board of Trade Conference Report by Messrs. Pearson and Reyntiens. We think that without creating a new body *ad hoc*, the Agricultural Board of the Department of Agriculture and Technical Instruction might with advantage have its functions enlarged so as to perform, in reference to train services, modification of railway rates, and classification, and the like, functions analogous to those performed by the German Railway Councils.

During the course of our Inquiry we have had before us many able men who are concerned either as Directors or Officers of the Irish railways, and we are convinced that a Board of not more than 12, which should be made up largely of the most important chief officers of the existing railways, and the most prominent Directors who are commercial men, who should all be adequately paid and give nearly the whole of their time to administration, would be able to get the best results both for the public and the shareholders out of the amalgamated lines. Such a selection of Directors would, in our view, enable the best points of an organisation similar to that of the Pennsylvania Railway Company to be introduced, and this would, we think, be specially applicable to the amalgamated railways of Ireland. The intimate knowledge possessed by the members of such a Board in regard to the railways as they are, and their familiarity with the districts traversed by the various lines, would enable them to get the united system rapidly into working order. Under such a Board, the usual officers would be required to operate the different departments.

Our answer to the third question is that, in our opinion, the best means of securing the economical, efficient, and harmonious working of the Irish Railways would be :—

(1) Through the amalgamation into a single commercial system of all the principal Irish railways by the voluntary action of the companies, assisted by permissive legislation, and by limited financial aid, and

(2) By transferring to the Department of Agriculture and Technical Instruction, the power, now exercised by the Board of Trade, of dealing with complaints, and by requiring the Department to intervene, as representing the interests of Ireland as a whole, in all cases affecting Ireland that are brought before the Railway and Canal Commission.

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## SUMMARY.

We will now complete our task by recapitulating the main conclusions and recommendations which we submit for Your Excellency's consideration.

In Part II. of the Report of our colleagues certain definite recommendations have been made for financial assistance in the case of the following railways :—

| | | |
|---|---|---|
| Schull and Skibbereen ... ... ... | A grant not exceeding | £15,000 |
| Timoleague and Courtmacsherry ... | ,, | £5,500 |
| Cork & Muskerry and Dononghmore Extension | ,, | £11,800 |
| Victoria Bridge and Castlederg ... ... | ,, | £6,000 |
| Cork, Blackrock and Passage ... | A reduction of interest on the existing loan and an addition to the loan at the reduced rate. | |

We concur in these recommendations, and for the reasons set out in full in the Report.

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We are of opinion:—

(1) That while the Irish Railway system presents defects which ought to be removed, there is little fault to be found with the individual management of the larger railways; that the comparative want of success of the smaller lines is due more to defective legislation than to any other reason; that expansion of traffic has not been retarded by the railways, and that the slow rate of expansion is attributable less to any action or inaction on their part, than to causes wholly independent of them.

(2) That the main defect in the railway system of Ireland lies in its subdivision among a number of independent companies, and that the number should be rapidly reduced with a view to concentration of management in the hands of a single company, in not more than four years.

(3) That the need for concentration is greater in the case of the small than it is in that of the larger lines, and that efforts should be directed first to the absorption of the former into the systems controlled by the larger companies.

(4) That absorption and amalgamation should be effected in the first instance by voluntary agreement among the companies themselves, and that the process should be facilitated by suitable legislation, and encouraged in certain cases by financial assistance on the part of the State.

(5) That failing voluntary agreement within a period of three years, railway companies might be compelled to amalgamate in not more than four years, on terms fixed by arbitration. Some of the inducements which might be offered to the companies, as a condition of amalgamation, could be given under the powers of existing statutes, such, for example, as the redemption, authorised by the Tramways (Ireland) Act of 1895, of Treasury guarantees. Further legislation would, however, be required for other purposes, such as:—

(*a*) To charge the Light Railway Commission with the duty of examining schemes of amalgamation and extension, and of framing Provisional Orders;

(*b*) to authorise the appointment of one or more additional Commissioners;

(*c*) to empower the Board of Trade, or the Privy Council, to confirm Provisional Orders;

(*d*) to empower the Board of Trade to call upon Railway companies to amalgamate on terms to be fixed by arbitration;

(*e*) to confer additional powers on the Department of Agriculture and Technical Instruction to enable them to deal with complaints in regard to rates and facilities, to make representations to the companies, and to assist traders in their dealings with the latter;

(*f*) to amend the Act of 1831 by empowering the Treasury to reduce the minimum rate of interest prescribed by the Act, on loans made by the Board of Works, and to authorise loans at such rates of interest as the Treasury may see fit to approve;

(*g*) to empower the Treasury to lend money at the lowest rate of interest, compatible with full security, to railway companies willing to amalgamate;

(*h*) to authorise loans or free grants of limited amount from public funds towards the cost of constructing extensions or converting existing railways from narrow to standard gauge.



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The enactment of such a measure and the adoption of our suggestions would, in our opinion, lead to the removal of the defects in the Irish railway system, and would afford the best means, so far as railways are concerned, of promoting the expansion of traffic upon the Irish lines, their full utilisation for the development of the resources of the country, and their economical, efficient, and harmonious working.

We desire, in conclusion, to record our sense of the zeal and courtesy with which Mr. George E. Shanahan has performed his duties as Secretary.

We have the honour to be,

Your Excellency's obedient Servants,

HERBERT JEKYLL,

W. M. ACWORTH,

JOHN A. F. ASPINALL.

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TABLE OF IRISH RAILWAYS (including Light Railways),

Showing the Capital invested, yield of interest for 1908, etc., and containing explanatory remarks as to loans, free grants, guarantees, etc.



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## ⅝ Table showing the Amount of Capital invested in Irish Railways (including Light Railways), Yield of Interest, &c., for the year 1908.

Note.—Light Railways (including all Railways constructed under the Acts of 1883 1889, and 1896), marked *.

| Title of Act under which the Light Railways were constructed. | Date of Opening of Line. | Company | Ordinary Stock. Non-Paying in black type. Amount. | Ordinary Stock. Rate of Dividend. | Ordinary Stock. Yield. | Preference Stock. Non-Paying in black type. Amount. | Preference Stock. Rate of Dividend. | Preference Stock. Yield. | Guaranteed Stock. Non-Paying in black type. Amount. | Guaranteed Stock. Rate of Dividend. | Guaranteed Stock. Yield. | Loans. Non-Paying in black type. Amount. | Loans. Rate of Interest. | Loans. Yield. | Debenture Stock. Non-Paying in black type. Amount. | Debenture Stock. Rate of Interest. | Debenture Stock. Yield. | Total Capital. Non-Paying Stock figured in black type. Ordinary | Total Capital. Preference and Guaranteed | Total Capital. Loans and Debentures. | Grand Total. All Capital raised. Non-paying in black type | Grand Total. Total Yield all Capital | Observations. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | £ | £ | £ | £ | |
| | | 1 Ballycastle,† | 67,530 | Nil | Nil. | — | — | — | — | — | — | — | — | — | 26,125 | 4 | 1,045 | 69,130 | — | 26,100 | 95,130 / 51,630 | 1,109 | 13,000 (at loss of £36,000) and 13,370 arrears of interest, remitted by Board of Works, 1897 |
| | | 2. Belfast and Co Down | 465,400 | 5½ | 26,128 | 262,300 / 50,000 / 245,141 | 4 / 5½ / 5 | 3,626 / 2,750 / 12,457 | 47,000 G* | 5 | 240 | 3,538 | 5 | 180 | 120,000 / 300,056 | 3 / 4 | 4,140 / 3,265 | 499,200 | 548,471 | 300,556 | 1,348,195 | 54,252 | Free Grant of £36,000 from Treasury for Light Railways. Special Guarantee is in perpetuity |
| | | 3 Cork and Macroom, | 97,000 | 5½ | 2,662 | 44,199 | 4 | 2,708 | — | — | — | — | — | — | 76,000 | 4 | 3,025 | 96,681 | 44,199 | 76,000 | 217,180 | 8,455 | |
| | | 4. Cork, Bandon and South Coast. | 240,000 | 3½ | 7,000 | 277,600 / 60,000 | 4 / 5½ | 11,116 / 2,646 | — | — | — | — | — | — | 207,987 | 4 | 8,318 | 505,000 | 337,799 | 207,987 | 779,786 | 30,020 | |
| | | Bantry Extension, | 30,000 | Nil. | Nil. | — | — | — | G*40,000 | 5 | 2,000 | — | — | — | 35,000 | 4 | 1,700 | 70,000 | 40,000 | 35,000 | 75,000 / 30,000 | 3,700 | Baronial Guarantee expires 1916 will be worked in reciprocity by Bandon Company |
| | | Clonakilty Extension, | 40,000 | 2 | 800 | — | — | — | G*20,000 | 5 | 750 | — | — | — | 30,000 | 4 | 800 | 25,000 | 15,000 | 30,000 | 60,000 | 3,350 | Baronial Guarantee expires 1921 worked under agreement expiring 2035. |
| | | Ilen Valley, | 27,000 | Nil. | Nil. | — | — | — | G*28,000 | 5 | 3,000 | — | — | — | 40,000 | 4 | 2,300 | 27,000 | 55,000 | 40,000 | 122,000 / 27,000 | 2,300 | Baronial Guarantee expires 1913 provisional agreement for amalgamation with Bandon Company subject to Parliamentary approval |
| Light Rails Act, 1889 and 1889 Do. | 1889 | *Bantry Bay Extension, | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Free grant from Treasury of £14,000. |
| | 1890 | *Baltimore and Skibbereen, | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Free Grant from Treasury of £66,700. |
| | | 5 Cork, Blackrock, & Passage † | 55,700 / 35,000 / 35,000 | Nil | Nil | 26,300 / 20,000 / 1,000 | 4 / 4 / 5 | 311 | — | — | — | 93,000 | 4 | 2,000 | 160,000 / 300 / 2,600 | 4 / 4½ / 4½ | 6,201 / 15 / 115 | 116,340 | 187,300 | 200,300 | 200,300 / 205,340 | 2,327 | |
| | | 6 Cork City Railways, | 11,260 | Nil | — | — | — | — | — | — | — | — | — | — | — | — | — | 11,260 | — | — | 11,260 | — | Free grant from Treasury of £36,000. Construction of bridges over River Lee about to commence February 1910. |
| | | 7 Great Northern, | 3,975,125 | 5½ | 208,270 | 1,510,386 | 4 | 60,430 | 308,270 | 4 | 10,271 | — | — | — | 2,237,522 | 4 | 91,524 | 3,976,472 | 2,330,136 | 2,237,522 | 8,544,131 | 412,209 | |
| | | Castleblayney Keady and Armagh | 350,000 | Nil. | — | — | — | — | — | — | — | — | — | — | 31,505 | 4 | 1,260 | 350,000 | — | 31,505 | 350,000 / 31,505 | 1,260 | Armagh—Keady section opened June 1908. Bill for vesting line in Great Northern Railway about to come before Parliament February 1910. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 9. Co. Donegal Railways Joint Committee | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | |
| | | *Donegal† | 11,320<br>26,201 | 3½<br>3½ | 1,000<br>100 | 266,000 | 3½ | 6,100 | 110,272 | 3½ | 3,700 | — | — | — | — | 266,807 | 3½ | 4,100 | 75,914 | 330,000 | 338,000 | 687,807 | 17,206 | Acquired by Gt. N. of Ireland and Midland Railway Cos. (it, since to Derry only, is vested in Midland Co.) by Act of 1906, under which the Treasury interest in the surplus receipts of the Killybegs and Glenties Extensions were transferred to the Joint Committee of the two Companies on payment of £3,000, and the Treasury liability in respect of £3,000 Guarantee (on account of these extensions) was discharged, and the Baronies relieved from all liability under the guarantees. |
| Light Rails Acts, 1889-96. | 1893 | *Donegal and Killybegs.† | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Free grant from Treasury of £155,436. |
| Do. | 1893 | *Stranorlar and Glenties.† | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Free grant from Treasury of £[illegible] |
| Tramways and Public Cos. Act, 1883. | 1889 | *West Donegal.† | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | £3,187 arrears of interest on loan of £7,000 remitted, 1896. Treasury liability in respect of a guarantee on £17,000 redeemed, 1896, for £3,187 and £7,000 loan repaid—balance applied to reduction of guaranteed capital. |
| Strabane, Raphoe, and Convoy Rail Acts, 1903-4. | — | *Strabane and Letterkenny via Convoy.* | 125,200 | Nil. | Nil | | — | — | G*12,000 | 4 | 700 | — | — | — | — | 51,630 | 4 | 2,470 | 133,200 | 17,000 | 15,840 | 120,996<br>75,... | 3,113 | Opened for traffic 1 Jan., 1909, worked and maintained in perpetuity by Co. Donegal Railways Joint Committee. Baronial Guarantee is in perpetuity. |
| | | 8. Dublin and South Eastern. | 395,000 | Nil. | Nil. | 485,267 | 4 | 13,647 | — | — | — | — | — | — | — | 1,081,306 | 4 | 41,347 | 350,000 | 482,507 | 1,081,306 | 1,436,195<br>885,806 | 60,758 | |
| | | New Ross and Waterford Extension | — | — | — | — | — | — | 100,000 | 4 | 4,000 | — | — | — | — | — | — | — | — | 300,000 | — | 175,300 | 4,000 | |
| | | Dublin and Kingstown. | 340,000 | 7½ | 25,500 | — | — | — | — | — | — | — | 387 | Nil | Nil | 55,000 | 3½ | 2,100 | 300,000 | — | 55,000<br>200 | 411,000<br>200 | 25,886 | Leased to Dublin & South Eastern for £[illegible] a year. |
| | | City of Dublin Junction. | 35,000 | Nil. | Nil. | 16,000 | 4 | Nil. | 200,000 | 4 | 160,000 | — | — | — | — | 138,000 | 4 | 5,500 | 75,500 | 226,000<br>10,300 | 120,000 | 364,300<br>75,000 | 14,300 | |
| | | 10. Dundalk, Newry, and Greenore. | 387,000 | Nil | Nil | — | — | — | — | — | — | — | — | — | — | — | — | — | 287,000 | — | — | 387,000 | — | |
| | | 11. Great Southern and Western. | 6,386,000 | 4½ | 295,000 | 1,003,725 | 4 | 55,270 | 4,175,386 | 4 | 167,017 | — | — | — | — | 3,644,374 | 4 | 102,790 | 5,305,000 | 4,173,940 | 3,041,006 | 13,348,000 | 347,664 | |
| | | Central of Ireland. | 37,436 | 2 | 649 | — | — | — | — | — | — | — | — | — | — | — | — | — | 37,436 | — | — | 37,436 | 649 | Board of Works interest in respect of Clara—Banagher branch sold 1907 for £4,000; balance of loan £53,000; and £18,000 arrears of interest, remitted. A sum of £33,000 was outstanding 31st March, 1909, in respect of loan of £38,340. This loan will be paid off in 1933. |
| | | Southern | 71,000 | Nil. | Nil. | 27,000 | 5 | Nil. | G*67,900 | 3 | 3,145 | 69,081 | 4 | 2,960 | 34,000 | 4 | 4,100 | 71,000 | 88,900<br>37,600 | 106,000 | 127,000<br>456,971 | 7,300 | Board of Works are in possession as mortgagees since 1895. Line worked by G. S. & W. Company under agreement in perpetuity for 60 per cent. of gross receipts. Baronial Guarantee expired 1909. |

† Railways having a gauge of 3 feet.

‡ Of this amount £1,349 is payable by certain Baronies in Cavan and Louth under Guarantees expiring in 1891.

§ Of this amount £27,591 is payable by certain Baronies in Kerry, Cork, Tipperary, Waterford, Carlow and King's County, under Guarantees expiring in respect of £24,300, at varying dates between 1910 and 1939, the balance of £3,291 is payable in perpetuity.

G. In the event of the Baronies having to make good any portion of the dividend in respect of the capital, the Treasury undertake to contribute one-half the amount so paid up to a maximum not exceeding 2 per cent. on the capital guaranteed. Under the Local Government Act, 1898, where the rate levied exceeds 6d. in the £ one-half of the excess is repayable out of the Local Taxation (Ireland) Account.

G* Capital marked thus, is guaranteed by Baronies only.

¶ A similar table for the year 1906 was published in the Appendix (F) to the First Report.

H Of this amount £8,000 is guaranteed by the Great Northern Railway Company, £5,000 by the City of Dublin Steam Packet Company; and £4,000 by the Dublin and South Eastern Railway Company.



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TABLE showing the Amount of Capital invested in Irish Railways (including Light Railways), Yield of Interest, &c., for the year 1908—*continued*.

NOTE.—Light Railways (including all Railways constructed under the Acts of 1883–1885, and 1896), marked *.

| Title of Act under which the Light Railways were constructed. | Date of Opening of Line. | COMPANY | Ordinary Stock. Non-Paying in black type. Amount. | Ordinary Stock. Rate of Dividend. | Ordinary Stock. Yield. | Preference Stock. Non-Paying in black type. Amount. | Preference Stock. Rate of Dividend. | Preference Stock. Yield. | Guaranteed Stock. Non-Paying in black type. Amount. | Guaranteed Stock. Rate of Dividend. | Guaranteed Stock. Yield. | Loans. Non-Paying in black type. Amount. | Loans. Rate of Interest. | Loans. Yield. | Debenture Stock. Non-Paying in black type. Amount. | Debenture Stock. Rate of Interest. | Debenture Stock. Yield. | Total Capital. Non Paying Stock figured in black type. Ordinary | Total Capital. Preference and Guaranteed. | Total Capital. Loans and Debentures. | Grand Total. All Capital raised. Non paying in black type. | Total Yield all Capital | OBSERVATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | £ | £ | £ | £ | |
| | | Tralee and Feeth | 20,000 | Nil | Nil | — | — | — | G 30,000 | 6 | 1,800 | 12,000 | 3 | 720 | — | — | — | 13,356 | 30,000 | 30,000 | 43,000 13,356 | 2,520 | Baronial Guarantee expires 1911. |
| Tramways Act, 1883. | 1884 | *Ballinrobe and Tuam Ry. Section. | 2,000 | Nil | Nil | — | — | — | G 30,000 | 4 | 3,000 | — | — | — | — | — | — | 2,000 | 30,000 | — | 32,000 2,000 | 2,000 | Under Amalgamation Act of 1906, the Ballinrobe and Western Railway Co relieves the guaranteeing area from all liability |
| Light Rails Acts, 1889 and 1893. | 1890 | *Cloncurry and Swinford. | — | — | — | — | — | — | G 30,000 | 4 | 1,200 | — | — | — | — | — | — | — | 40,000 | — | 30,000 | 1,200 | |
| Do. | 1895 | *Collooney and Swinford. | — | — | — | — | — | — | G 30,000 | 4 | 2,200 | — | — | — | — | — | — | — | 30,000 | — | 30,000 | 2,200 | Free Grant from Treasury £16,000. |
| Do. | 1898 | *Hollford and Kilmaine. | — | — | — | — | — | — | — | — | — | — | — | — | G 20,000 | 4 | 2,600 | — | — | 20,000 | 20,000 | 2,600 | Free Grant from Treasury of £10,000. Barony are not liable for any loss on working expenditure. |
| Do. | 1900 | *Killorglin and Valentia. | — | — | — | — | — | — | — | — | — | — | — | — | G 20,000 | 1 | 2,000 | — | — | 20,000 | 20,000 | 2,000 | Free grant from Treasury of £20,000. Barony is not liable for any loss in working expenditure |
| Tramways Act, 1896. | 1901 | *Ballinistown & Fermoy | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Treasury liability referred 1909, for £36,000. Under the Great Southern and Western Company's Omnibus Act of 1906 the guaranteeing area pay that company £300 a year up to 30th June 1916, when their liability will be extinguished. |
| | | Waterford, Wexford, and Rosslare. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | £38,500 remitted by Board of Works, 1901, of loan of £55,000. £31,150 arrears of interest and £7,004 balance of loan remitted under Public Works Loans Act, 1903. Treasury interest in receipts under working agreement (Fishguard and Rosslare Railways and Harbour Company's Act, 1894) surrendered by Company for £13,000 March 1907 |
| | | Waterford, Dungarvan, & Lismore. Fermoy and Lismore. | Now the property of the Fishguard and Rosslare Railways and Harbour Company. Worked by the Great Southern and Western Railway Company | | | | | | | | | | | | | | | | | | | | Board of Works interest, sold to Fishguard and Rosslare Railways and Harbour Company 1901, for £60,000, balance of loan £300, and arrears of interest, £32,000, remitted. |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 12. Listowel and Ballybunion | 32,000 | Nil. | Nil | — | — | — | — | — | 11,000 | 8 | 880 | — | — | — | — | — | — | 32,000 | — | — | 12,000 | 13,000 / 20,000 | 880 | — | Leasehold. Rents well secured. | |
| | | 13. *Londonderry and Lough Swilly † | 41,318 | 7 | 2,892 | 49,651 | 8 | 3,984 | — | — | — | — | 18,000 | 74 | 636 | 17,320 / 3,000 | 33 / 4 | 204 / 208 | — | 64,310 | 40,000 | 49,650 | 142,464 | 7,968 | | | | |
| | | *Letterkenny † | 97,195 | Nil | Nil | — | — | — | — | — | 60,000 / (1 per cent. 36,000) | 6 / 8 | 1,767 / 1,167 | — | — | — | — | — | — | 57,195 | — | — | 57,195 | 57,195 | 3,434 | | In possession of Board of Works on mortgagees since 1895. Worked by Lough Swilly Company under agreement terminated 1907. Of the £60,000 loan, as part of principal has been repaid but the amounts has been reduced by £677 in full, compensation paid in December, 1905, by the Strabane and Letterkenny Company for land taken by the latter at Letterkenny, and £1,834 arrears of interest are due to 31 December, 1905. Of the £36,000 loan, £10,141 was outstanding 31 December 1906, under the terms of repayment this loan will be extinguished in 1922. |
| Sligo (Ireland) Act, 1890. | 1901 | *Beauraun & Claudonagh.‡ | — | — | — | — | — | — | — | G 6,500 | 4 | 260 | — | — | — | — | — | — | — | — | — | 6,000 | — | 3,500 | 200 | Free grant from Treasury of £36,667. Baronial Guarantee is in perpetuity. | |
| Do. | 1903 | *Letterkenny and Burton-port.‡ | — | — | — | — | — | — | — | G 6,000 | 1 | 100 | — | — | — | — | — | — | — | — | — | 6,000 | — | 3,500 | 100 | Free grant from Treasury of £35,833. Baronial Guarantee is in perpetuity | |
| | | 14. Midland Great Western. | 2,200,000 | 8 | 74,106 | 3,207,391 / 300,941 | 4 / 6 | 42,386 / 15,047 | 402,236 | 4 | 112,000 | — | — | — | — | 1,208,000 / 749,000 / 201,700 | 1 / 44 / 44 | 60,076 / 30,000 / 2,016 | 2,200,000 | 1,810,161 | 2,247,208 | 6,000,147 | 242,266 | | | | |
| Tramways and Public Cos. Act, 1889. | 1895 | *Ballinrobe & Claremorris | — | — | — | — | — | — | — | G 71,000 | 5 | 3,552 | — | — | — | — | — | — | — | 74,000 | — | — | 74,000 | 3,560 | — | | Worked by Midland Gt. Wn. Co. for 50 % of gross receipts. | |
| Do. | 1896 | *Longford and Aldymen. | — | — | — | — | — | — | — | G 54,645 | 5 | 2,732 | — | — | — | — | — | — | — | 54,115 | — | — | 54,645 | 2,732 | — | | Worked by Midland Gt. Wn. Co. for 50 % of gross receipts. | |
| Light Rails Acts, 1889 and 1896. | 1898 | *Achill Extension. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | Free grant from Treasury of £73,875. | |
| Do. | 1902 | *Sligo and Kilala. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | Free grant from Treasury of £134,000. | |
| Do. | 1905 | *Galway and Clifden | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | Free grant from Treasury of £261,000. | |
| Do. | 1904 | *Westport and Malaranny. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | Free grant from Treasury of £83,000. | |
| | | 15. Midland G. Wn. Con. | 2,207 / 40,720 | 33 / 32 | 1,033 / 917 | 4,094,980 | 71 | 100,874 | 34,403 | 24 | 901 | — | — | — | 1,513,418 | 21 | 37,300 | 100,100 | 4,600,448 | 1,641,640 | 5,070,337 | 141,8[illegible] | £3,000 (of loan of £10,000) and £5,710 arrears of interest, remitted on Donegal Line 1903, and £10,000 (of loan of £100,000), and £33,000 arrears of interest, remitted on Portarlington Line, 1905. | |
| | | *Limavady and Dungiven. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | | Board of Works interest held for £6,000, 1906, balance of loan £37,000 and £32,000 arrears of interest, remitted under Public Works Loans Act 1906. | |
| Tramway and Public Companies Act 1883. | 1898 | *Carrickfergus Harbour Junction. | 720 | Nil. | Nil | — | — | — | — | G 3,500 | 8 | 280 | — | — | — | — | — | — | 720 | 3,500 | — | — | 720 | 3,500 / 3,500 | 280 | Not authorised by Board of Trade for passenger traffic. Worked and maintained by Midland Gt. Con. Co. under agreement with, and at the expense of Carrickfergus Urban District Council. | |
| | | 16. Sligo, Leitrim, and N. Con. | 190,000 | Nil | Nil. | 50,000 | 5 | Nil | 93,000 | 5 | Nil. | — | — | — | — | 100,000 / 13,000 / 73,951 / 97,000 | 34 / 1 / 1 / Nil. | 5,300 / 1,000 / 1,155 / Nil | 190,000 | 190,000 | 716,951 / 97,000 | 813,951 | 267,000 | 5,300 | | £20,000 arrears of interest remitted under Public Works Loans Act 1906. | |
| | | 17. Waterford and Tramways. | 18,000 | 6 | 3,400 | 18,000 | 5 | 900 | — | — | 18,000 | 1 | 571 | — | — | — | — | — | 48,000 | 18,300 | 11,540 | 72,300 | 3,474 | | | | |
| | | 18. Bonbrook and Newry. | 18,000 | Nil | Nil | — | — | — | — | — | — | — | — | — | — | — | — | — | 16,000 | — | — | 18,000 | — | | | Electric. | |

† Railways having a guarantee of 5 per cent.

‡ Of this amount £600 is payable by certain Baronies in Co. Sligo under Guarantee expiring in 1911.

G In the event of the Baronies having to make good any portion of the dividend in respect of the capital, the Treasury undertake to contribute one-half of the amount so paid, up to a maximum not exceeding 2 per cent. on the capital guaranteed. Under the Local Government Act 1898, where the rate levied exceeds 4d. in the £ one-half of the excess is repaid to the Local Taxation (Ireland) Account.

[illegible] Railway Company guaranteed by Baronies [illegible]

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**TABLE showing the Amount of Capital invested in Irish Railways (including Light Railways), Yield of Interest, &c., for the Year 1908—*continued*.**

NOTE.—Light Railways (including all Railways constructed under the Acts of 1883, 1889, and 1890) marked *.

| Title of Act under which the Light Railways were constructed | Date of Opening of Line. | COMPANY | Ordinary Stock. Non-Paying in black type. Amount. | Ordinary Stock. Rate of Dividend. | Ordinary Stock. Yield. | Preference Stock. Non-Paying in black type. Amount. | Preference Stock. Rate of Dividend. | Preference Stock. Yield. | Guaranteed Stock. Non-Paying in black type. Amount. | Guaranteed Stock. Rate of Dividend. | Guaranteed Stock. Yield. | Loans. Non-Paying in black type. Amount. | Loans. Rate of Interest. | Loans. Yield. | Debenture Stock. Non-Paying in black type. Amount. | Debenture Stock. Rate of Interest. | Debenture Stock. Yield. | Total Capital. Non-Paying Stock figured in black type. Ordinary. | Total Capital. Preference and Guaranteed. | Total Capital. Loans and Debentures. | Grand Total. All Capital raised. Non-paying in black type. | Grand Total. Total Yield all Capital. | OBSERVATIONS. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | Per cent. | £ | £ | £ | £ | £ | £ | |
| | 18 | *Bray and Enniskerry. | 20,000 | Nil. | Nil. | — | — | — | — | — | — | — | — | — | — | — | — | 20,000 | — | — | 20,000 | — | All construction work abandoned since 1899, and statutory powers expired. |
| Tramway and Public Conveyance Act, 1883. | — | 40. *Navan and Kentstown.† | — | — | — | — | — | — | G100,000 | 4 | 4,000 | — | — | — | — | — | — | — | 100,000 | — | 100,000 | 2,000 | £6,000 from Ireland Development Grant (Estimates 1907-8) towards Extension of Line to Athgarvan, and been Treated as Residency payable of a total grant of £40,000. County Council of Leitrim raised court in Parliamentary Bill authorising the extension, in 1908, and the Grant has since been withdrawn by the Irish Government. |
| Do., | 1887 | 21. *Clogher Valley.† | — | — | — | — | — | — | G123,316 | 4 | 4,932 | — | — | — | — | — | — | — | 123,316 | — | 123,316 | 4,932 | |
| Do. | 1887-88 | 22. *Cork and Muskerry.† | — | — | — | — | — | — | G 76,000 | 4 | 3,700 | — | — | — | — | — | — | — | 76,000 | — | 76,000 | 3,700 | Under Committee of Management appointed by County Council. |
| Do. | 1890 | {*Donoughmore Extension.† | 3,000 | Nil | Nil. | — | — | — | G 20,000 | 4 | 6,000 | — | — | — | — | — | — | 3,000 | 20,000 | — | 23,000 | 3,500 | Worked by Cork and Muskerry Office and not. |
| Do., | 1888 | 23. *Schull and Skibbereen.† | — | — | — | — | — | — | G 67,000 | 4 | 2,500 | — | — | — | — | — | — | — | 67,000 | — | 67,000 | 2,500 | Under Committee of Management appointed by County Council. |
| Do., | 1893 | {*South Clare.† | 20,000 | Nil | Nil | — | — | — | G130,000 | 4 | 4,000 | — | — | — | — | — | — | 20,000 | 130,000 | — | 150,000 | 4,000 | Worked by West Clare Co. for annual sum. |
| Do., | 1887 | 24 {*West Clare.† | 60,000 | Nil | Nil | — | — | — | G100,000 | 4 | 2,000 | — | — | — | — | — | — | 20,000 | 100,000 | — | 120,000 | 6,000 | |
| Do., | 1888-91 | 25. *Ballinasloe, Tuamleagne and Gortnamackerry | — | — | — | — | — | — | G 35,000 | 4 | 1,700 | — | — | — | — | — | — | — | 35,000 | — | 35,000 | 1,700 | Under Committee of Management appointed by County Council. |
| Do., | 1890 | 26. *Tralee and Dingle.† | 30,000 | Nil | Nil | — | — | — | G*40,000 | 4 | 4,000 | — | — | — | — | — | — | 30,000 | 20,000 | — | 50,000 | 1,000 | Under Committee of Management appointed by County Council. Treasury liability redeemed 1898, for £20,000 which was applied to reduction of guaranteed capital. £20,000 provided out of Ireland Development Grants (Estimates for 1906-8) for improvements and equipment, &c., of line. |
| | — | 27. Castlederg and Victoria Bridge.† | 6,000 | Nil. | Nil. | — | — | — | G*12,000 | 5 | 583 | 4,000 | 6 | 320 | — | — | — | 6,000 | 12,000 | 6,000 | 18,000 | 870 | Financial guarantee expires 1910. |
| | — | 28. Dublin and Blessington. | — | — | — | — | — | — | G*40,000 | 4 | 6,000 | — | — | — | — | — | — | — | 40,000 | — | 40,000 | 2,000 | |
| Newry, Keady, and Tyrnan Light Rail. Acts, 1900 1905. | — | 29. *Newry, Keady and Tyrnan.† | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | Grant of £76,000 from Ireland Development Grant (1904-8 Estimates) conditional on £100,000 being raised by County. No construction work since December 1906. |
| | | | £15,130,000 | | 906,776 | 6,000,700 | | 162,100 | 30,000 | | 240,366 | 391,638 | | 18,100 | 18,000,700 | | 497,364 | 13,189,400 | 16,031,700 | 13,190,000 | 42,390,800 | 1,000,776 | |
| | | | £22,000,546 | | | 276,250 | | | | | | 409 | | | 57,600 | | | 2,400,246 | 208,300 | 66,100 | 2,673,646 | | |

† Railways having a guaranteed rate of 5 per cent. under the provisions of the special Treasury undertaking to contribute on behalf the amount so guaranteed, up to a maximum rate not exceeding 4 per cent. on the capital guaranteed.

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## SUMMARY OF PRECEDING TABLE.

| Dividend Paying Stock. | Amount. | Yield. | Non Paying Stock | Total Capital. |
|---|---|---|---|---|
| | £ | £ | £ | £ |
| Ordinary, | 18,106,936 | 600,776 | 2,436,546 | 18,543,971 |
| Preference, | 9,971,796 | 362,131 | 275,290 | 10,317,043 |
| Guaranteed, | 6,950,910 | 346,306 | 86,000 | 7,150,910 |
| Loans, | 291,600 | 13,160 | 300 | 291,900 |
| Debenture, | 10,806,818 | 432,324 | 17,000 | 12,067,118 |
| Grand Total, | 42,928,000 | 1,609,706 | 2,873,936 | 45,169,934 |

## SUMMARY of Free Grants, Remission of Loans, &c., made to Irish Railways, as shown in preceding Table.

| Railway Company | Year | Free Grant. | Remitted. |
|---|---|---|---|
| | | £ | £ |
| 1. *Ballycastle.* | 1897 | — | 8,300 (Loan)<br>3,979 (Interest) |
| 2. *Ballast and Co. Down—*<br>(Ardglass Extension) | 1891 | 29,051 | — |
| 3. *Cork, Bandon, and South Coast—*<br>(Bandon Rly. Extension)<br>(Baltimore and Skibbereen). | 1891<br>1894 | 11,110<br>56,700 | —<br>— |
| 4. *Cork City Railways.* | — | 25,000 | — |
| 8. *Donegal Railways Joint Committee—*<br>(Donegal and Killybegs)<br>(Ballyshannon and Glenties)<br>(Ballyshannon and Donegal). | 1896<br>1901<br>1903 | 101,436<br>129,884<br>— | —<br>—<br>3,128 (Interest) |
| 10. *Great Southern and Western—*<br>(Clara and Banagher) | 1897 | — | 26,000 (Loan)<br>11,505 (Interest) |
| (Claremorris and Swinford)<br>(Collooney and Swinford)<br>(Headford and Kenmare).<br>(Killorglin and Valentia). | 1899<br>1901<br>1901 | 1187 42<br>—<br>18,984<br>39,997 | —<br>—<br>—<br>— |
| (Waterford, Wexford, and Rosslare | 1894 10 | — | 4,000 (Loan)<br>51,162 (Interest) |
| (Waterford, Dungarvan, and Lismore | 1902 | — | 800 (Loan)<br>56,300 (Interest) |
| 11. *Londonderry and Lough Swilly—*<br>(Buncrana and Carndonagh).<br>(Letterkenny and Burtonport) | 1900-3<br>1903-9 | 95,877<br>215,615 | —<br>— |
| 13. *Midland Great Western—*<br>(Achill Extension).<br>(Ballina and Killala)<br>(Galway and Clifden)<br>(Westport and Mallaranny | 1893<br>1897<br>1891<br>1891 | 72,578<br>14,971<br>224,950<br>131,540 | —<br>—<br>—<br>— |
| 16. *Midland & Great Western—*<br>(Magheralin and Gormanston | 1899 | — | 15,000 (Loan)<br>30,000 (Interest) |
| (Drogheda). | 1896 | — | 13,000 (Loan)<br>3,740 (Interest) |
| Limavady and Dungiven | 1896 | — | 17,000 (Loan)<br>13,152 (Interest) |
| 17. *Sligo, Leitrim, and N. Counties* | 1901 | — | 22,840 (Interest) |
| Total, | — | £1,877,[illegible] | £919,166 |

*In addition to the our Grants of £23,000 and £ of £[illegible] have been conditionally made within the period 1904-5, out of the Irish Development Grant to the Tralee and Dingle and the Newry, Keady and Tynan Railway respectively

## COMPARATIVE TABLE

Shewing the Average Rate of Dividend Paid on the several Classes of Capital in the United Kingdom, 1906.

| — | Ordinary | | Preference. | | Guaranteed. | | Loans | | Debenture. | | All Classes. | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Including Nominal Additions. | Excluding Nominal Additions | Including Nominal Additions. | Excluding Nominal Additions. | Including Nominal Additions. | Excluding Nominal Additions | Including Nominal Additions. | Excluding Nominal Additions | Including Nominal Additions. | Excluding Nominal Additions | Including Nominal Additions. | Excluding Nominal Additions |
| England and Wales, | 3·24 | 3·75 | 3·26 | 3·36 | 3·90 | 4·00 | 2·61 | 2·62 | 4·00 | 4·25 | 3·28 | 4·06 |
| Scotland, | 3·40 | 3·94 | 3·28 | 4·02 | 3·90 | 4·05 | 2·47 | 2·51 | 3·87 | 3·91 | 3·29 | 3·96 |
| Ireland, | 3·27 | 3·90 | 3·34 | 3·34 | 4·06 | 4·12 | 2·78 | 4·06 | 3·60 | 3·60 | 3·16 | 3·77 |

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## * TABLES FURNISHED TO THE COMMISSION

STATEMENT

LIGHT RAILWAYS IN

I.—LINES of which the Dividends are guaranteed under

By the Local Government (Ireland) Act, 1898, Sec. 58, Cl. 4.—When the amount required to meet any railway or harbour charge connected with any rateable value of the area concerned, a sum equal to one-half of such

| 1. Line. | 2. Worked by | 3. Length of Line. | 4. Counties served | 5. Line opened | 6. 7. Guaranteed Capital: Authorised. | Guaranteed Capital: Paid up | 8. Dividend guaranteed. | 9. Years | 10. 11. Average for five years: Receipts Per mile. Per week. | Average for five years: Expenditure. Per mile. Per week. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Miles. | | | £ | £ | % | | £ s. d. | £ s. d. |
| 1. Clogher Valley, .. | Owning Company, .. | 37 | Fermanagh and Tyrone. | 1887 | 132,000 | 123,310 | 5 | 1904–8 | 4 8 8 | 4 13 5 |
| 2. Cavan and Leitrim, | Owning Company. .. | 48½ | Cavan and Leitrim, | 1887–8 | 202,000 | 180,585 | 5 | 1904–8 | 4 14 3 | 4 11 2 |
| 3. West Clare, . | Owning Company, .. | 27 | Clare, .. .. | 1887 | 103,500 | 103,500 | 4 | 1904–8 | 9 7 11 | 9 2 5 |
| 4. Carrickfergus Harbour Junction. | — | 1 | Antrim .. | Not authorised by Board of Trade for passenger traffic | | | | | | |
| 5. Mitchelstown and Fermoy. | Great Southern and Western Railway. | 12 | Cork, .. .. | 1891 | 60,000 (See Note). | 60,000 | 5 | 1896 to 1900. | 7 2 7 | 3 0 3 |
| 6. Schull and Skibbereen (W. Carbery). | Committee of Management (Co. Council). | 14½ | Cork, .. .. | 1888 | 57,000 | 57,000 | 5 | 1904–8 | 4 3 3 | 5 18 7 |
| 7. West Donegal, .. | Committee of Great Northern Railway (Ireland), and Midland Railway (England). | 4 | Donegal, .. | 1880 | 10,000 | 17,000 | 5 | 1883–7 | £400 per annum. Minimum net receipts guaranteed by Working Co. | |
| 8. Cork and Muskerry, | Owning Company, .. | 18 * | Cork, .. .. | 1887–8 | 75,000 | 75,000 | 5 | 1904–8 | 10 8 11 | 3 3 8 |
| 9. Dublin and Blessington. | Owning Company, .. | 15½ | Dublin and Wicklow. | 1888 | 40,000 | 40,000 | 5 | 1904–8 | 8 9 11 | 7 14 5 |
| 10. Ballinascarthy and Timoleague, Courtmacsherry Extension. | Committee of Management (Co. Council). | 9 | Cork, .. .. | 1890–1 | 35,000 | 33,000 | 5 | 1904–8 | 3 10 4 | 5 7 4 |
| 11. Loughrea and Attymon. | Midland Great Western Railway. | 8 | Galway, .. .. | 1890 | 54,445 | 54,445 | 5 | 1904–8 | 3 3 11 | 3 17 5 |

* Similar Tables (I. to VIII. and X.) relating to earlier years were furnished by the

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BY THE COMMISSIONERS OF PUBLIC WORKS, JUNE, 1909

I.

IRELAND—STATE AIDED

the Tramways and Public Companies Act, 1883.

guarantee given before the passing of the Act, or to meet two or more such charges when added together, exceeds a sum equal to 6d. in the £ on the excess is repayable out of the Local Taxation (Ireland) Account.

| 12. Annual Profit or Loss on Working. Average for five years. | 13. Annual Treasury Contribution. Maximum. | 14. Annual Treasury Contribution. Average five years paid. | 15. Annual Baronial Contribution. Maximum (for Dividend only). | 16. Annual Baronial Contribution. Average for Dividends and Deficits five years. | 17. Area charged. Destination. | 18. Valuation. | 19. Proportion of authorised guaranteed capital charged thereon. | 20. Poundage required to meet the liability in Column 16, without giving credit for the amount recouped out of the Local Taxation Account under the Local Government Act, 1898, sec. 58, cl. 4. | 21. Notes. |
|---|---|---|---|---|---|---|---|---|---|
| £ | £ | £ | £ | £ | | £ | | | |
| 384 (Loss) | 2,463 | 2,453 | 3,700 | 4,007 (1904–8) | Tyrone—Baronies of Lower Dungannon and Clogher, except parish of Donaghenry, Electoral Division of Foremass, and Townland of Mount Stewart. Fermanagh—Parts of Baronies of Magherastephana and Tyrkennedy. | 75,036<br>23,896 | [illegible]<br>¼ | Tyrone, 11d.<br>Fermanagh, 7d. | — |
| 381 (Profit). | 3,811 | 3,062 | 5,718 | 5,446 (1904–8) | Cavan—Parts of Baronies of Lower Loughtee, Tullyhunco and Tullyhaw. Leitrim—Parts of Baronies of Carrigallen, Leitrim, and Mohill. | 41,901<br>64,035 | [illegible]<br>[illegible] | Cavan, 6½d.<br>Leitrim, 1s. 5½d. | — |
| 363 (Profit) | 3,270 | 2,733 | 4,270 | 3,444 (1904–8) | County at large, Baronies of Corcomroe, Ibricam, Inchiquin, and Islands. | 321,556<br>110,056 | [illegible]<br>[illegible] | 1½d.<br>4½d. (in addition). | |
| 670 (Profit) | 1,200 | 1,116 | 1,800 | 1,206 (1896 to 1900) | Baronies of Coolows and Clangibbon, part of Fermoy, and Township of Fermoy. | 81,621 | Full amount. | 3½d. | Treasury liability redeemed 1900. The commutation money paid by Treasury was applied to reduction of capital. Under the Great Southern and Western Railway Act, 1900, 63 & 64 Vic., c. 114, the guaranteeing area is to pay to the Company £400 half-yearly until 30th June, 1910, after which date payment will cease. |
| 1,011 (Loss). | 1,140 | 1,140 | 1,710 | 3,021 (1904–8). | W. & E. D. West Carbery. | 28,587<br>36,604 | 1<br>2 | W. Division, W. Carbery, 1s. 2½d.<br>E. Division W. Carbery, 2½d. | |
| 310 (Profit) | 340 | 261 | 510 | 262 (1896–7). | Baronies of Banagh and Tyrhugh. | 68,988 | Full amount. | 1½d. | Treasury liability redeemed 1898. Line merged in Donegal Co., which has been taken over (1906) by the Great Northern Railway (Ireland) and Midland Railway (England). |
| 2,117 (Profit). | 1,600 | 817 | 2,250 | 817 (1904–8). | Parts of Baronies of Barretts, Cork, and East Muskerry. | 57,834 | Full amount. | 3½d. | |
| 628 (Profit). | 800 | 681 | 1,200 | 700 (1904–8). | Dublin—Parts of Baronies of Rathdown, Uppercross, and Newcastle. Wicklow—Part of Lower Talbotstown. | 50,043<br>14,814 | ½<br>½ | Dublin, 2d.<br>Wicklow, 6½d. | |
| 724 (Loss). | 700 | 700 | 1,050 | 1,774 (1904–8). | Barony of Ibane and Barryroe, and part of E. D. E. Carbery. | 44,470 | Full amount. | 9½d. | |
| 1,061 (Profit). | 1,080 | 820 | 1,036 | 820 (1904–8). | Parts of Baronies of Leitrim, Dunkellin, Athenry, Kilconnell, Loughrea, Longford, and Tiaquin. | 61,182 | Full amount. | 3½d. | Worked by M.G.W.R. for 55 per cent of gross receipts. In this case, the expenditure represents the Working Companies charge, together with the Owning Company's general charges. |

Board of Works in November, 1906. (See Appendices Nos. 1 and 2, First Report).



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I.—Lines of which the Dividends are guaranteed under

| 1. Line. | 2. Worked by | 3. Length of Line. | 4. Counties served. | 5. Line opened. | 6. Guaranteed Capital Authorised. | 7. Guaranteed Capital Paid up. | 8. Dividend Guaranteed. | 9. Years. | 10. Average for five years. Receipts per mile per week. | 11. Average for five years. Expenditure per mile per week. |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Miles. | | | £ | £ | % | | £ s d. | £ s d. |
| 12. Tralee and Dingle, .. | Committee of Management (Co Council). | 37¼ | Kerry, .. .. | 1891 | 120,000 (See Col. 21) | 120,000 (See Col 21). | 4 | 1904–8 | 4 0 1 | 9 10 11 |
| 13. Ballinrobe and Claremorris. | Midland Great Western Railway. | 12 | Mayo, .. .. | 1892 | 71,964 | 71,640 | 5 | 1904–8 | 9 9 2 | 3 0 3 |
| 14. South Clare, .. | West Clare, .. .. | 26 | Clare, .. .. | 1892 | 120,000 | 120,000 | 4 | 1904–8 | 9 15 0 | 9 9 1 |
| 15 Tuam and Claremorris, | Great Southern and Western Railway. | 17 | Galway and Mayo, | 1894 | 98,000 | 98,000 | 4 | 1904–8 | (See | Note). |
| 16. Donoughmore Extension | Cork and Muskerry Railway | 9½ | Cork, .. .. | 1893 | 30,000 | 30,000 | 4 | 1904–8 | 3 4 11 | 3 10 11 |
| 17. West Donegal (Killybegs) | Committee of Great Northern (Ireland), and Midland Railways. | 19 | Donegal, .. | 1893 | 1,000 | 1,000 | 5 | 1901–5 | 4 0 2 | 4 2 5 |
| 18. Headford and Kenmare | Great Southern and Western Railway | 19½ | Kerry, .. .. | 1893 | 90,000 | 90,000 | 4 | 1904–8 | 4 2 1 | 5 11 5 |
| 19. Killorglin and Valentia W. Kerry. | Great Southern and Western Railway. | 29½ | Kerry, .. .. | 1893 | 70,000 | 70,000 | 4 | 1904–8 | 9 1 9 | 9 8 5 |
| 20. Collooney and Swineford. | Great Southern and Western Railway. | 29¾ | Sligo, . .. | 1895 | 80,000 | 80,000 | 4 | 1904–8 | 7 12 9 | 9 19 0 |
| 21. Claremorris and Swineford. | Great Southern and Western Railway. | 19 | Mayo, .. .. | 1895 | 40,000 | 40,000 | 4 | 1904–8 | 9 1 3 | 5 0 5 (Charge for 1905–8). |
| 22. Stranorlar and Glenties (Finn Valley). | Committee of Great Northern (Ireland), and Midland Railways | 24½ | Donegal, .. | 1899 | 1,000 | 1,000 | 5 | 1901–5 | 4 9 1 | 9 10 1 |

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the Tramways and Public Companies Act, 1883—*continued.*

| 12. Annual Profit or Loss on Working. Average for five years. | 13. Annual Treasury Contribution. Maximum. | 14. Annual Treasury Contribution. Average five years (paid) | 15. Annual Baronial Contribution. Maximum (for Dividend only). | 16. Annual Baronial Contribution. Average for Dividends and Deficits five years. | 17. Area charged. Designation. | 18. Area charged. Valuation. | 19. Proportion of authorised guaranteed capital charged thereon. | 20. Poundage required to meet the liability in column 18, without giving credit for the amount recouped out of the Local Taxation Account under the Local Government Act, 1898, sec. 58, cl. 4. | 21. Notes. |
|---|---|---|---|---|---|---|---|---|---|
| £ | £ | £ | £ | £ | | £ | | | |
| 4,375 (Loss) | 2,400 | 2,400 | 1,000 | 5,975 (1904–8). | Barony of Corkaguiny, .. | 25,949 | [illegible] | 2s. 3¾d. | Treasury liability redeemed, 1898, by a payment of £80,000. The commutation money paid by Treasury was applied to reduction of capital. Under an agreement, dated 29th May, 1908, between His Excellency, the Lord Lieutenant, the Commissioners of Public Works and the Committee of Management, Trales and Dingle Railway, a sum of £7,044 was issued from the Ireland Development Grant in the period to 31st March, 1908, being part of a total grant not to exceed £23,500, towards the improvement of the line and its equipment |
| | | | | | Barony of Clonmaurice, .. | 41,096 | [illegible] | 4½d. | |
| | | | | | Barony of Trughenackmy, | 73,370 | [illegible] | 9½d. | |
| | | | | | Tralee Urban Sanitary District. | 15,012 | [illegible] | 5d. | |
| 1,432 (Profit). | 1,433 | 1,075 | 2,149 | 1,076 (1904–8). | Barony of Kilmaine, and part of Carra. | 55,833 | Full amount. | 4½d. | Worked by the M. C. W. R. for 50 per cent. of gross receipts. In this case the expenditure represents the Working Company's charge, together with the Owning Company's general charges. |
| 884 (Loss). | 2,400 | 2,288 | 2,400 | 3,198 (1904–8). | County at large, .. | 321,555 | [illegible] | 1d. | Worked by West Clare Railway Co. for actual cost. |
| | | | | | Barony of Ibrickan, .. | 20,103 | [illegible] | 1¼d. } in addition | |
| | | | | | Barony of Moyarta, .. | 32,545 | [illegible] | 11d. } in addition | |
| | | | | | Part of Clonderlaw, .. | 11,618 | [illegible] | 5½d. } in addition | |
| 2,378 (Profit). | 1,980 | 772 | — | — | County of Mayo, .. (except Ardnaree, South Urban). | 315,857 | Full amount | Nil. | The Working Company pays the Company a rental of £51 per week, or one-half of the gross receipts if the latter be a larger sum. If the sum be insufficient to meet the net county liability (after crediting the Treasury contribution) the Working Company has under the Amalgamation Act, 1900, agreed to indemnify the guaranteeing area against all loss or liability. |
| 332 (Loss) | 800 | 800 | 600 | 932 (1904–8). | Parts of East Muskerry, Barretts, and Duhallow. | 16,295 | [illegible] | 8½d. | |
| | | | | | Parts of East Muskerry and Barretts | 41,783 | [illegible] | 2½d. | |
| 110 (Loss). | 20 | 11 | 30 | 153 (1901–5). | Barony of Banagh, .. | 27,634 | Full amount. | 1½d. | Treasury and local liability cancelled by Great Northern (Ireland) and Midland Railways Act, 1906. Formerly worked by Donegal Railway Company for actual cost. |
| 1,591 (Loss) | 1,200 | 1,200 | 1,200 | 1,200 (1904–8). | Part of Glanerought, South Dunkerron, and Magonihy. | 25,987 | Full amount. | 11½d. | In this case the guaranteeing area does not make good the deficit on Working expenses. The poundage charge represents guaranteed interest on part of cost of construction. |
| 1,857 (Loss) | 1,400 | 1,400 | 1,400 | 1,400 (1904–8). | Ivragh and part of South Dunkerron. | 26,700 | Full amount. | 1s. 0½d. | Do. |
| 2,815 (Profit). | 1,800 | 200 | 1,800 | 87 (1904–8.) | Baronies of Carbury, Coolavin, Curran, Leyny, Tireragh, Tirerill, co. Sligo. | 192,202 | Full amount. | ¼d. | The poundage charge represents guaranteed interest on part of cost of construction. The Company repaid to county one-half of net contribution until 31st October, 1907. After that date the Company fully indemnifies county against all loss or liability. |
| | | | | | Part of Barony of Tireragh, now in co. Mayo. | 8,059 | Full amount. | ¼d | |
| 1,025 (Profit). | 800 | 287 | 800 | 287 (1904–8). | Barony of Gallen, and parts of Baronies of Costello and Clanmorris. | 96,918 | Full amount. | 1¼d. | The poundage charge represents guaranteed interest on part of cost of construction. In the year 1904 the expenditure was compounded so as to produce the guaranteed surplus of £800 per annum. |
| 638 (Profit). | 20 | Nil | 30 | Nil | Part of Baronies of Boylagh and Raphoe South. | 21,961 | Full amount | Nil | Treasury and local liability cancelled by Great Northern (Ireland) and Midland Railways Act, 1906. Formerly worked by Donegal Company for £3 10s per mile per week. |

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## BOARD OF WORKS TABLES—*continued.*

### Statement II.

II.—Lines constructed under the Light Railways (Ireland) Acts, 1889 and 1893.

| — | Length of Line. | Counties served. | Lines opened. | Original Estimated Cost. | Contribution from Public Funds. | Forming part of the System of |
|---|---|---|---|---|---|---|
| | Miles. | | | £ | £ | |
| Ballina and Killala,* | 9 | Mayo, | 1893 | 67,664 | 44,000 | Midland Great Western Railway Co. |
| Bantry Extension,* | 2 | Cork, | 1892 | 30,000 | 14,340 | Cork, Bandon, and South Coast Railway Co. |
| Claremorris and Swineford,† | 18 | Mayo and Sligo, | 1895 | 63,000 | 148,042 | Great Southern and Western Railway Co. |
| Collooney and Swineford,† | 20¾ | Do., | 1895 | 171,000 | | |
| Downpatrick and Ardglass,* | 8 | Down, | 1893 | 51,000 | 29,080 | Belfast and County Down Railway Co. |
| Galway and Clifden,* | 49½ | Galway, | 1895 | 274,600 | 264,600 | Midland Great Western Railway Co. |
| Headford and Kenmare,† | 18¾ | Kerry, | 1893 | 110,000 | 46,984 | Great Southern and Western Railway Co. |
| Killorglin and Valentia,† | 26¾ | Do., | 1893 | 155,000 | 85,000 | Do. |
| Westport and Mallaranny,* | 18 | Mayo, | 1894 | 166,748 | 131,400 | Midland Great Western Railway Co. |
| Achill Extension,* | 8¼ | Do., | 1895 | 59,000 | 72,578 | Do. |
| Baltimore and Skibbereen,* | 7½ | Cork, | 1893 | 59,700 | 56,700 | Cork, Bandon, and South Coast Railway Co. |
| Donegal and Killybegs,† | 16 | Donegal, | 1893 | 116,600 | 121,436 | Committee Great Northern (Ireland) and Midland Railway Companies. |
| Stranorlar and Glenties,† | 24½ | Do., | 1895 | 117,000 | 123,886 | Do. |
| Preliminary Expenses, | — | — | — | — | 7,321 | |
| | | | — | — | 1,147,867 | |

* No separate accounts published.
† These lines received guarantees under the Tramways and Public Companies Act, 1883, and particulars from the separate accounts (required by that Act) are furnished in Table I.

### Statement III.

III.—Lines constructed under the Railways (Ireland) Act, 1896.

| Line. | Length of lines. | Counties served. | Line opened. | Original estimated cost. | Contribution from Public Funds. Proposed or authorised. | Worked by | Capital guaranteed by county only. | Dividend guaranteed (by county) | Year. | Receipts. | Expenditure. | Surplus Revenue | Notes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Miles. | | | £ | £ | | £ | % | | £ | £ | £ | |
| Buncrana and Carndonagh. | 18½ | Donegal, | 1901 | *118,825 | 98,627 | Londonderry and Lough Swilly Railway Co. | 5,000 | 4 | 1902 | 3,817 | 2,911 | 906 | The net surplus revenue (after payment of dividend) is divided between the Treasury and the Working Company in equal shares. |
| | | | | | | | | | 1903 | 3,704 | 3,266 | 438 | |
| | | | | | | | | | 1904 | 3,653 | 3,340 | 316 | |
| | | | | | | | | | 1905 | 3,785 | 3,270 | 615 | |
| | | | | | | | | | 1906 | 3,860 | 3,060 | 801 | |
| | | | | | | | | | 1907 | 4,213 | 3,185 | 1,028 | |
| | | | | | | | | | 1908† | 4,052 | 3,340 | 712 | |
| Letterkenny & Burtonport. | 46½ | Donegal, | 1903 | 318,360 | 316,648 | Do., | 5,000 | 4 | 1904 | 9,215 | 8,062 | 1,163 | |
| | | | | | | | | | 1905 | 10,610 | 8,533 | 2,086 | |
| | | | | | | | | | 1906 | 10,140 | 8,436 | 1,704 | |
| | | | | | | | | | 1907 | 10,119 | 8,126 | 1,990 | |
| | | | | | | | | | 1908† | 10,182 | 8,998 | 1,184 | |

* Of this amount the Working Company were to contribute a maximum sum of £15,000.
† The accounts of these lines for the year 1908 are open and subject to adjustment.

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## BOARD OF WORKS TABLES—*continued.*

### STATEMENT IV.

STATEMENT showing the Loans made by the Board of Works to Aid in the Construction of Railways under the Act 1 & 2 Wm. IV., cap. 33, and the Public Works Loans (Tramways) Ireland Act, 1886, 49 & 50 Vic. c. 46.

| Railway. | Amount Advanced. | Principal Outstanding, 31st March, 1908. | Principal Outstanding, 31st March, 1909. |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| Ballymena, Cushendall, and Redbay | 27,700 0 0 | — | — |
| Ballycastle, .. .. | (a) 20,000 0 0 | — | — |
| Ballymena and Larne, .. | 44,500 0 0 | — | — |
| Clara and Banagher, | (b) 30,000 0 0 | — | — |
| | (c) 28,240 0 0 | 16,079 5 10 | 15,911 17 5 |
| Clonakilty Extension, .. | 20,000 0 0 | — | — |
| Cork and Bandon (Bantry Extension), | 35,000 0 0 | — | — |
| Dublin to Kingstown, | 112,200 0 0 | — | — |
| | 25,000 0 0 | — | — |
| Dublin and Lucan, . | 10,000 0 0 | — | — |
| Derry Central, .. .. | (d) 100,000 0 0 | — | — |
| Donegal, | (e) 40,000 0 0 | — | — |
| | 12,500 0 0 | — | — |
| Draperstown, . .. | (f) 15,000 0 0 | — | — |
| Giant's Causeway, Portrush and Bush Valley. | (g) 10,000 0 0 | — | — |
| Hen Valley .. .. | 40,000 0 0 | — | — |
| Limavady and Dungiven .. | (h) 19,801 0 0 | 17,801 0 0 | — |
| Letterkenny, .. | 50,000 0 0 | 50,000 0 0 | 40,322 15 3 |
| | (i) 35,000 0 0 | 20,104 15 9 | 18,141 8 11 |
| Sligo, Leitrim, and Northern Counties. | 80,625 0 0 | 1,535 0 0 | — |
| Sligo and Ballaghadereen, . | 13,300 0 0 | — | — |
| Southern, .. .. | 56,184 17 5 | 54,693 17 9 | 54,693 17 9 |
| Ulster, .. .. .. | 20,000 0 0 | — | — |
| Waterford, Dungarvan, and Lismore. | (j) 93,270 16 8 | — | — |
| Waterford and Wexford, .. | (k) 53,000 0 0 | 45,053 18 5 | — |
| Cavan, Leitrim, and Roscommon. | 66,000 0 0 | — | — |
| Clogher Valley, .. .. | 44,000 0 0 | — | — |
| Cork and Muskerry, .. | 18,700 0 0 | — | — |
| Donegal (West Donegal Light Railway). | (l) 7,000 0 0 | — | — |
| West Clare, .. .. | 54,400 0 0 | — | — |
| Cork, Blackrock, and Passage (Crosshaven Extension). | 65,000 0 0 | 65,000 0 0 | 65,000 0 0 |
| | *1,203,127 14 1 | 270,364 18 0 | 204,269 18 0 |

Remarks.

(a) Board's interest sold. Balance remitted by Public Works Loans Act, 1897.

(b) The purchase of the line by the Great Southern and Western Company was completed during the year 1906-7. The balance outstanding, £25,000, was remitted by the Public Works Loans Act, 1897.

(c) The repayment of this loan is guaranteed by the Barony of Garryoastle, King's County, under the Relief of Distress Amendment Act, 1880.

(d) Board's interest sold to Belfast and Northern Counties Railway Company—Purchase Money, £85,000, paid 20th September, 1901. The balance, £15,000, was remitted by the Public Works Loans Act, 1902.

(e) For West Donegal Line.

(f) Line sold for £2,000. Balance, £13,000, remitted by Public Works Loans Act, 1896.

(g) The Board's charge was assigned and the purchase money, £6,500, was lodged in May, 1897. The balance, £3,275, was remitted by the Public Works Loans Act, 1897.

(h) Board's interest sold for £2,000 to the Midland Railway of England, the balance, £17,001, was remitted by the Public Works Loans Act, 1906.

(i) The repayment of this loan is guaranteed by certain Baronies in the counties of Donegal and Londonderry under the Relief of Distress Amendment Act, 1880.

(j) Board's interest sold to the Fishguard and Rosslare Railways and Harbours Company—Purchase Money, £93,000, paid 1st November, 1901. This amount, together with a sum of £10 previously received left a balance of £260 16s. 8d., which was remitted by the Public Works Loans Act, 1902.

(k) This line has been transferred to the Fishguard and Rosslare Railways and Harbours Co., and £38,000 of the advance was written off from the Assets of the Local Loans Fund. Under the provisions of section 15 of the Fishguard and Rosslare Railways and Harbour Act, 1894, the Company have paid a sum of £10,000 in redemption of the incumbrancers' moiety of the surplus receipts. The Board's proportion of this sum amounted to £7,946 0s. 6d. The balance, £7,055 18s. 6d., together with the sum of £38,000, previously written off was remitted by the Public Works Loans Act, 1908.

These Loans were made on the security of Baronial guaranteed shares, under the Public Works Loans (Tramways) Ireland Act, 1886, 49 and 50 Vic., c. 46.

(l) The Treasury liability was redeemed in July, 1908, and the Loan repaid with the funds thus provided.

NOTE.—The rate of Interest chargeable up to the 30th of June, 1888, was 5 per cent., since that date 4 per cent. has been charged.

* In addition to this amount a sum of £13,507 19s. 6d. for the Limerick and Waterford Railway was advanced at 3½ per cent interest in 1846-7 out of the Labour Rate Fund Act, 9 and 10 Vic., c. 107, on the security of the rates of the Baronies of Clanwilliam, Iffa and Offa East and West, in county Tipperary. This loan was paid off on 17th April, 1851.

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## BOARD OF WORKS TABLES—*continued.*

### Statement V.

Statement showing the Light Railways on the Paid-up Guaranteed Share Capital of which the Government have, under the Tramways and Public Companies Act, 1883, undertaken to contribute, if necessary, a maximum sum of 2 per cent. per annum.

| Act. | Railway. | County. | Mileage. | Guaranteed Share Capital. | Maximum Treasury Liability. | Date of Opening of Line. |
|---|---|---|---|---|---|---|
| | | | | £ | £ | |
| Tramways and Public Companies Act, 1883. | Clogher Valley Tramway, .. | Fermanagh and Tyrone. | 37 | *132,000 | 2,640 | 2nd May, 1887. |
| | Cavan and Leitrim, | Cavan and Leitrim, | 48½ | *202,000 | 4,040 | 24th October, 1887, 2nd May, 1888 |
| | West Clare, .. | Clare, .. .. | 27 | *163,500 | 3,270 | 2nd July, 1887. |
| | Carrickfergus Harbour Junction | Antrim, .. .. | 1 | 6,500 | 130 | — |
| | Mitchelstown and Fermoy, .. | Cork, .. .. | 12 | †60,000 | 1,200 | 23rd March, 1891. |
| | Schull and Skibbereen, .. | Do., .. . | 14½ | 57,000 | 1,140 | 6th September, 1886. |
| | West Donegal, .. .. | Donegal, .. | 4 | †16,000 | 380 | 16th September, 1889. |
| | Cork and Muskerry, .. | Cork, .. .. | 18 | *75,000 | 1,500 | 8th August, 1887; 19th March, 1888. |
| | Dublin and Blessington, .. | Dublin and Wicklow, | 15½ | 40,000 | 800 | 1st August, 1888. |
| | Ballinascarthy and Timoleague Junction, and Courtmacsherry Extension. | Cork, . .. | 9 | 35,000 | 700 | 20th December, 1890, 21st April, 1891. |
| | Loughrea and Attymon, .. | Galway, .. . | 9 | 54,448 | 1,089 | 1st December, 1890. |
| | Tralee and Dingle, | Kerry, .. . | 37½ | †120,000 | 2,400 | 31st March, 1891. |
| | Ballinrobe and Claremorris, | Mayo, .. .. | 12 | 71,664 | 1,433 | 1st November, 1892. |
| | South Clare, .. | Clare, .. .. | 20 | 120,000 | 2,400 | 23rd December, 1892. |
| | Donoughmore Extension, .. | Cork, .. .. | 8½ | 30,000 | 600 | 6th May, 1893. |
| | Tuam and Claremorris .. | Mayo .. .. | 17 | 98,000 | 1,960 | 1st May, 1894. |
| | Donegal and Killybegs, . | Donegal, .. | 10 | 1,000 | ‡(e) 20 | 18th August, 1893. |
| | Headford and Kenmare, . | Kerry, .. .. | 13¾ | 60,000 | ‡1,200 | 4th September, 1893. |
| | Killorglin and Valentia, .. | Do. .. | 26¾ | 70,000 | ‡1,400 | 12th September, 1893. |
| | Stranorlar and Glenties, | Donegal, .. | 24½ | 1,000 | ‡(e) 20 | 31st May, 1895. |
| | Collooney and Swineford, .. | Sligo, .. . | 26½ | 80,000 | ‡1,600 | 1st October, 1895. |
| | Claremorris and Swineford, | Mayo, .. .. | 17½ | 40,000 | ‡800 | 1st October, 1895. |
| | | | 433½ | £1,536,112 | £30,722 | |

* See also Statement No. 4 showing that loans were made for these lines.
† Liability commuted under Tramways Act, 1895.
‡ See also Statement No. 6 showing that free grants were also given for these lines.
(e) Liability cancelled under Great Northern (Ireland) and Midland Railways Act, 1906.

### Statement VI.

Statement showing the Light Railways constructed in Ireland by the aid of Government money.

| Act. | Railway. | County. | Mileage | Original estimated cost. | Government Grant. | Capital guaranteed by County and Treasury. | Year in which first payment on account of Grant was made. |
|---|---|---|---|---|---|---|---|
| | | | | £ | £ | £ | |
| Railways Acts, 1889 and 1893. | Ballina and Killala, .. | Mayo, .. .. | 8 | 57,554 | 44,000 | — | 1891 |
| " | Bantry Extension, .. | Cork, .. .. | 2 | 60,000 | 14,640 | — | 1891 |
| " | Claremorris and Swineford, | Mayo and Sligo .. | 18 | 60,000 | 146,042 | †120,000 | 1890 |
| " | Collooney and Swineford, .. | Do., .. .. | 20¾ | 171,000 | | | |
| " | Downpatrick and Ardglass, | Down, .. .. | 8 | 61,000 | 29,980 | — | 1891 |
| " | Galway and Clifden, .. | Galway, .. .. | 49¼ | 274,600 | 264,600 | — | 1891 |
| " | Headford and Kenmare, .. | Kerry, .. .. | 16¾ | 110,000 | 46,084 | †60,000 | 1891 |
| " | Killorglin and Valentia, .. | Do., .. .. | 26¾ | 155,000 | 65,000 | †70,000 | 1891 |
| " | Westport and Mallaranny, | Mayo, .. .. | 18 | 165,748 | 131,400 | — | 1891 |
| | PRELIMINARY EXPENSES, | — | — | — | 7,621 | — | — |
| " | Achill Extension, .. .. | Mayo, .. .. | 8¼ | 54,000 | 72,578 | — | 1891 |
| " | Baltimore and Skibbereen, | Cork, .. .. | 7½ | 56,700 | 56,700 | — | 1890 |
| " | Donegal and Killybegs, .. | Donegal, .. | 19 | 116,600 | 121,436 | 1,000 | 1890 |
| " | Stranorlar and Glenties, .. | Do., .. .. | 24½ | 117,000 | 122,886 | 1,000 | 1891 |
| Railways Act, 1896, | Buncrana and Carndonagh, | Do., .. .. | 18¾ | *116,625 | 98,527 | ‡5,000 | 1897-8 |
| " | Letterkenny and Burtonport, | Do., .. .. | 46¼ | 319,860 | 313,648 | ‡5,000 | 1898-9 |
| | | | 306¾ | | £1,560,042 | | |

* Of this amount the Working Company were to contribute a maximum sum of £15,000.
† See Statement No. 5 showing that these lines have also Guarantees under the Act of 1883.
‡ Capital guaranteed by County only.

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BOARD OF WORKS' TABLES—*con.*

## Statement VII.

Loans for Railways in Ireland made by the Public Works Loan Commissioners (England).

| — | Advanced. | Principal Repaid. | Principal Remitted and Written off. |
|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. |
| Railway Companies (Temporary Advances Act). | 159,356 0 0 | 159,356 0 0 | — |
| Railways (Ireland), . . | 2,851,554 7 9 | 2,814,438 12 8 | 37,115 15 1 |
| | 3,010,910 7 9 | 2,973,794 12 8 | 37,115 15 1 |
| | | £3,010,910 7*s.* 9*d.* | |

## Statement VIII.

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RAILWAYS, IRELAND.

Summary of Transactions.

| | | |
|---|---|---|
| Statement No. 4.—Loans by Commissioners of Public Works (Ireland) under 1 & 2 Wm., c. 33, | | £1,265,127 |
| Do. | do. do. 9 & 10 Vic., c. 107, | 13,508 |
| Do. | 5.—Guarantees £30,722 per annum equivalent to a capitalised sum of . | 1,024,066 |
| Do. | 6.—Free Grants, . . . . . | 1,560,042* |
| | Total by Commissioners of Public Works, . . . | £3,862,743† |
| Do. | 7.—Loans by Public Works Loan Commissioners (England), . . . | £3,010,910 |
| | Grand Total, . . . . . | £6,873,653 |

* Exclusive of amounts paid out of the Vote for Relief of Distress (Ireland) and the sum of £2,500 paid in the year 1894-5 out of Parliamentary Grants in relief of the charge thrown on the guaranteeing area in consequence of the Camp Accident (Tralee and Dingle Railway).

† This amount does not include the sums (total £115,833) paid under the Tramways Act, 1896, in redemption of Treasury Liability, the capitalised value of the Treasury Contributions being included in the £1,024,066 above (Statement No. 5).



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## LIST OF IRISH RAILWAYS, SHOWING SUBSIDIARY UNDERTAKINGS OWNED BUT NOT WORKED BY INDEPENDENT COMPANIES, WITH MILEAGE AND GAUGE.

| Name of Company. | Mileage. Route. | Mileage. Track. | Gauge. | Remarks. |
|---|---|---|---|---|
| | | | Ft. In. | |
| 1. Ballycastle, .. .. | 18 | 16 | 3 0 | |
| 2. Belfast and County Down, | 80 | 104 | 5 3 | |
| 3. Cork and Macroom, .. | 25 | 25 | ,, | |
| 4. Cork, Bandon, and Sth. Coast, | 74¼ | 75¼ | ,, | |
| Bantry Extension, .. | 10 | 10 | ,, | |
| Clonakilty Extension, .. | 8¾ | 8¾ | ,, | |
| Bantry Bay Extension, | 2 | 2 | ,, | |
| | — 95 | — 96 | ,, | |
| 5. Cork, Blackrock, and Passage, | 16 | 18 | 3 0 | Cork and Blackrock section originally broad gauge—converted 1896. |
| 6. Great Northern, .. .. | 542 | 706 | 5 3 | |
| Castleblayney, Keady, and Armagh. | 8 | 8 | ,, | |
| | — 550 | — 714 | | Armagh and Keady section only; opened June, 1909. |
| 7. Co. Donegal Railways' Joint Committee. | 91 | 91 | 3 0 | |
| Strabane and Letterkenny | 19 | 19 | ,, | |
| | — 110 | — 110 | | Strabane to Stranorlar section originally broad gauge; converted 1892. See para. 138 Part II. of Final Report. |
| 8. Dublin and South Eastern, | 153½ | 175¼ | 5 3 | |
| Dublin and Kingstown, | 6 | 12 | ,, | |
| City of Dublin Junction, | 1¼ | 2½ | ,, | |
| | — 160¾ | — 189¾ | | |
| 9. Dundalk, Newry, and Greenore, | 26½ | 26½ | ,, | |
| 10. Great Southern and Western, | 1,071¾ | 1,311¾ | ,, | |
| Southern, .. .. | 24½ | 24½ | ,, | |
| Tralee and Fenit, .. | 8 | 8 | ,, | |
| Athenry and Tuam Extension. | 17 | 17 | ,, | |
| | —1,121 | —1,361 | | |
| 11. Listowel and Ballybunion, .. | 9 | 9 | Mono.* | |
| 12. Londonderry & Lough Swilly, | 14½ | 14½ | 3 0 | |
| Letterkenny, .. .. | 16½ | 16½ | ,, | Originally broad gauge, converted 1876. |
| Buncrana and Carndonagh, | 18½ | 18½ | ,, | Worked in perpetuity by the Lough Swilly Company under agreement with the Treasury and the Board of Works. |
| Letterkenny and Burtonport. | 49½ | 49½ | ,, | |
| | — 99 | — 99 | | |
| 13. Midland Great Western, .. | 517 | 685 | 5 3 | |
| Ballinrobe and Claremorris, | 12 | 12 | ,, | |
| Loughrea and Attymon, | 9 | 9 | ,, | |
| | — 538 | — 706 | | |
| 14. Midland (Northern Counties Committee). | 202 | 248 | ,, | |
| | 62 | 62 | 3 0 | Ballymena, Cushendall, and Larne sections. |
| | — 264 | — 310 | | |
| 15. Sligo, Leitrim, and Northern Counties. | 43 | 43 | 5 3 | |
| 18. Waterford and Tramore, .. | 7 | 7 | ,, | |
| 17. Bessbrook and Newry, .. | 3 | 3 | 3 0 | |
| 18. Cavan and Leitrim, .. | 48½ | 48½ | ,, | |
| 19. Clogher Valley, .. .. | 37 | 37 | ,, | |
| 20. Cork and Muskerry, .. | 18 | 18 | ,, | |
| Donoughmore Extension, . | 8½ | 8½ | ,, | |
| | — 26½ | — 26½ | | |
| 21. Dublin and Blessington, .. | 15½ | 15½ | †5 2 3/16 | |
| 22. Schull and Skibbereen, .. | 14½ | 14½ | 3 0 | |
| 23. West Clare, .. .. | 27 | 27 | ,, | |
| South Clare, .. .. | 26 | 26 | ,, | |
| | — 53 | — 53 | | |
| 24. Timoleague and Courtmacsherry. | 9 | 9 | 5 3 | |
| 25. Tralee and Dingle, .. | 37½ | 37½ | 3 0 | |
| 26. Castlederg and Victoria Bridge Tramway. | 7 | 7 | ,, | |
| 27. Cork City Railways, .. | — | — | 5 3 | Under construction. |
| 28. Newry, Keady and Tynan, | — | — | 3 0 | No construction work, 31st December, 1909. |
| | 3,411¾ | 4,085¾ | | |

* "Lartigue" system (single rail). † Same gauge as Dublin United Tramways.

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# LIST OF WITNESSES.

(OCTOBER, 1906, TO JANUARY, 1909.)

| No. | Name. | Departments, Local Bodies, Associations, Railway and Steampacket Companies, &c., Represented. | Day. | Date. | Vol. | Evidence. Question. | Evidence. Page. | Appendix. No. | Appendix. Page. |
|---|---|---|---|---|---|---|---|---|---|
| 1 | Adams, Mr. W. G. S., .. | Department of Agriculture and Technical Instruction for Ireland (Superintendent of Statistics and Intelligence Branch). | 55th | 8th Nov., 1907, | III. | 33314–33838 | 232–240 | — | — |
| 2 | Aherne, Mr. Michael, J.P., | Donoughmore Extension Light Railway (Chairman, Committee of Management). | 59th | 13th Nov., 1907 | III. | 36726–36788<br>36788–36848 | 515–319<br>316–319 | — | — |
| 3 | Aird, Mr. James J., J.P, .. | Maryborough Town Commissioners, .. | 99nd | 19th Nov., 1907, | III. | 38595–38723 | 374–378 | — | — |
| 4 | Anderson, Mr. Joseph, .. | Omagh Urban District Council; Omagh Chamber of Commerce. | 53rd | 21st Oct., 1907, | III. | 32849A–32725A | 203–200 | — | — |
| 5 | Anderson, Mr. J. T. Noble, M.INST.C.E. (past President, Institute of Engineers, Victoria, Melbourne). | — | 27th | 23rd April, 1907, | II. | 15598–15854 | 112–122 | 10 | 582 |
| 6 | Anderson, Mr. R. A., .. | Irish Agricultural Organisation Society (Secretary). | 70th | 13th March, 1908 | IV. | 43030–43360 | 138–150 | — | — |
| 7 | Armstrong, Mr. George A., C.E. | Committee of Management, Ballinascarthy, Timoleague, and Courtmacsherry Railway (Engineer). | 57th | 11th Nov., 1907, | III. | 36173–35202 | 275–278 | — | — |
| 8 | Ball, Mr. George de Belle, | Drogheda Development Association, Ltd., | 60th<br>97th | 14th Nov., 1907,<br>16th Jan., 1908, | III.<br>IV. | 37158–37527<br>41359–41426 | 327–398<br>85–91 | —<br>— | —<br>— |
| 9 | Ballantine, Alderman, M.A., J.P. | Londonderry Corporation (Ex-Mayor), .. | 29th | 25th April, 1907, | II. | 16769–17052 | 151–158 | — | — |
| 10 | Barrington, Mr. W., M.INST. C.E. | West Clare Railways Company (Engineer), | 90th | 10th Dec., 1908, | VII | 53823–54360 | 118–180 | 8 | 954 |
| 11 | Barry, Mr. J. J., . .. | Cork and Macroom Railway Company (Traffic Manager). | 87th | 15th Nov., 1908, | VII. | 52745–52770 | 80–81 | — | — |
| 12 | Batchen, Mr. T. M., M.INST C.E. | Board of Public Works, Ireland (Chief Engineer). | 10th<br>20th | 14th Dec., 1906,<br>27th April, 1907, | I.<br>II. | 4435–4529<br>14933–15404 | 142–147<br>93–108 | — <br>5 and 8 | —<br>388 & 561 |
| 13 | Bennis, Mr. E. H., .. | Messrs. Bennis & Sons, Provision Merchants, Limerick. | 51st | 18th Oct., 1907, | III. | 30991–31108 | 154–157 | 20 | 470 |
| 14 | Boyd, Mr. J. Douglas, .. | Limavady Urban District Council (Town Clerk). | 20th | 28th Feb., 1907, | I. | 11708–11936 | 359–508 | 10 & 18 | 496 & 499 |
| 15 | Boyd, Mr. R. N., .. | Belfast Provision Curers' Association, .. | 41st | 4th July, 1907, | II. | 24141–24264 | 388–391 | — | — |
| 16 | Burke, Mr. J. M., J.P., .. | Skibbereen Urban District Council (Chairman), Baltimore and Skibbereen Harbour Board. | 41st | 4th July, 1907, | II. | 24015–24140 | 385–388 | — | — |
| 17 | Butler, Mr. John, J.P., .. | Callan Rural District Council, .. .. | 05th | 14th Jan., 1908, | IV. | 39988–40054 | 39–40 | — | — |
| 18 | Byrne, Mr. James, J.P., Castletownroche, co. Cork. | — | 59th | 13th Nov., 1907, | III | 37088–37157 | 325–326 | — | — |
| 19 | Campbell, Col. James, . | Sligo Harbour Commissioners, .. .. | 7th | 22nd Nov., 1906, | I. | 3578–3463 | 107–109 | — | — |
| 20 | Cantrell, Mr. R. S., I.S.O., | Department of Agriculture and Technical Instruction for Ireland (Chief Clerk). | 1st | 12th Oct., 1906, | I. | 1–395 | 4–15 | — | — |
| 21 | Canty, Mr. Timothy J., J.P., | Cork County Council, .. .. .. | 91st | 15th Nov., 1907, | III. | 38080–38184 | 350–359 | — | — |
| 22 | Carvill, Mr. John, .. | Newry Urban District Council; Newry Chamber of Commerce. | 30th | 7th June, 1907, | II. | 20748–20919 | 285–291 | — | — |
| 23 | Clarke, Mr. R. O'Neill, B.E., County Surveyor, Leitrim. | — | 50th | 17th Oct., 1907, | III. | 30795–30766 | 145–146 | 18 | 475 |
| 24 | Clarke, Mr. J., .. | Mayo County Council (Secretary), .. | 38th | 11th June, 1907, | II. | 22012–22153 | 325–329 | — | — |
| 25 | Coe, Mr. W. C. R., .. | Committee of Management, Ballinascarthy, Timoleague and Courtmacsherry Railway (General Manager). | 57th | 11th Nov., 1907, | III. | 35005–35172A | 272–275 | — | — |
| 26 | Colhoun, Mr. John, .. | Strabane Mercantile Association, .. | 50th | 17th Oct., 1907, | III. | 30558–30957 | 139–142 | 19 | 479 |
| 27 | *Collery, Alderman B., .. | Sligo County Council (County High Sheriff), | 28th | 24th April, 1907 | II. | 16687–16785 | 145–150 | — | — |
| 28 | Collins, Mr. James, .. | Drogheda Chamber of Commerce, .. | 58th | 12th Nov., 1907, | III. | 36417–36503 | 304–306 | — | — |
| 29 | Colthurst, Sir George St. John, Bart., D.L. | Cork and Muskerry Light Railway Company (Vice-Chairman). | 91st | 15th Nov., 1907, | III. | 37947–38079 | 352–359 | 27 | 487 |
| 30 | Cooke, Mr. Alexander, .. | Belfast Chamber of Commerce (Vice-President). | 20th | 28th Feb., 1907, | I. | 11902–11707 | 344–359 | 18 | 500 |
| 31 | *Cooney, Mr. Alfred O., .. | Enniskillen Urban District Council, .. | 12th | 4th Jan., 1907, | I. | 5999–6269 | 191–201 | — | — |
| 32 | Cooper, Mr. James, .. | Do., Do., .. | 12th | 4th Jan., 1907, | I. | 6299–6351 | 201–203 | — | — |
| 33 | Coriess, Mr. Patrick, Fruit Exporter, Carrick-on-Suir. | — | 58th | 13th Nov., 1907, | III. | 36869–37088 | 318–325 | — | — |
| 34 | Corscadden, Mr. T., J.P., Cattle Trader, Manorhamilton, co. Leitrim. | — | 30th | 7th June, 1907, | II. | 20595–20748 | 282–285 | — | — |
| 35 | Cosby, Col. R. G., V.L., .. | Queen's County Co. Council, .. .. | 43rd | 8th July, 1907, | II. | 25422–25540 | 429–432 | — | — |
| 36 | Counihan, Mr. John J., Cattle Trader, Killarney, co. Kerry. | — | 49th | 12th Oct., 1907, | III. | 27764–27855a | 55–59 | — | — |
| 37 | Cowie, Mr. James, .. | Midland Railway (Northern Counties Committee), Secretary and Manager. | 54th<br>55th | 10th Nov., 1908,<br>11th Nov., 1908, | VII.<br>VII. | 50905–51599 | 13–35 | 2 | 973 |
| 38 | Cox, Mr. John M., Seed Merchant, Dundalk. | — | 25th | 15th Mar., 1907, | II. | 14076–14807 | 85–89 | 15 & 51 | 577 & 599 |
| 39 | Craven, Mr. F. J., .. | Messrs. Ransomes, Sims, & Jefferies, Agricultural Machinery Manufacturers, Ipswich. | 35th | 6th June, 1907, | II. | 18552–18692 | 231–255 | — | — |
| 40 | Crawford, Col. R. G. Sharman, D.L. | Down County Council, .. .. | 51st | 18th Oct., 1907, | III. | 30787–30990 | 147–154 | — | — |
| 41 | Crean, Mr. James, .. | Messrs. Crean & Sons, Soap Manufacturers, Dublin. | 49th | 15th Oct., 1907, | III. | (20335–29414A<br>29558–20543 | 98–100)<br>104 | — | — |
| 42 | Crumley, Mr. P., .. | Enniskillen Urban District Council, .. | 5th | 20th Nov., 1906, | I. | 1902–2019 | 55–69 | — | — |

* Since deceased.



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## LIST OF WITNESSES—*continued.*

| No. | Name. | Departments, Local Bodies, Associations, Railway and Steampacket Companies, &c., Represented. | Day. | Date. | Vol. | Evidence. Question. | Evidence. Page | Appendix. No. | Appendix. Page. |
|---|---|---|---|---|---|---|---|---|---|
| 43 | Culhane, Mr. Charles, .. | Thurles Urban District Council, .. | 88th | 17th Jan., 1908, | IV. | 42212–42380 | 113–113 | — | — |
| 44 | Currie, Mr. W. A., .. | Belfast Harbour Commissioners (Secretary), | 24th | 14th Mar., 1907, | II. | 13801–13883 | 50–58 | — | — |
| 45 | Dale, Alderman Henry, J.P., | Cork Incorporated Chamber of Commerce and Shipping. | 30th | 12th June, 1907, | II. | 22154–22271 | 328–333 | — | — |
| 46 | Davidson, Mr. W. J., .. | Castledera and Victoria Bridge Tramway Company (Secretary). | 91st | 11th Dec., 1908, | VII. | 54000–54710 | 147–149 | 10 | 337 |
| 47 | Davies, Mr. J., General Manager, Midland and South Western Junction Railway. | —— | 37th | 10th June, 1907, | II. | 20019–21317 | 292–302 | 28 | 594 |
| 48 | Digges, Rev. J. G., M.A., .. | Cavan and Leitrim Railway Company (Director). | 80th<br>87th | 12th Nov., 1908,<br>13th Nov., 1908, | VII.<br>VII. | 52330–52742 | 59–80 | 4 | 290 |
| 49 | Dolan, Mr. C. J., M.P., .. | Leitrim County Council, .. .. | 45th | 11th Oct., 1907, | III. | 27049–27140 | 32–35 | — | — |
| 50 | Dolan, Mr. J., .. .. | Ardee Town Commissioners, .. .. | 23rd | 13th Mar., 1907, | II. | 13424–13512 | 45–47 | — | — |
| 51 | Donovan, Mr. St. John H., J.P. | Kerry County Council; Tralee Urban District Council, Irish County Councils General Council; Tralee Harbour Board. | 40th | 3rd July, 1907, | II. | 22732–22938A | 347–352 | 33 VII. | 608 |
| 52 | Dooley, Mr. James G., .. | Kilkenny County Council, . .. | 27th | 23rd April, 1907, | II. | 16215–16263 | 129–130 | — | — |
| 53 | Dorman, Mr. J. W., M.INST. C.E., Kinsale, co. Cork. | —— | 54th | 22nd Oct., 1907, | III. | 33335–33513 | 224–223 | — | — |
| 54 | Dorman, Mr. R. H., C.E., County Surveyor, Armagh | —— | 47th | 14th Oct., 1907, | III. | 27838–27346 | 57–00 | — | — |
| 55 | Dowdall, Mr. J.P., . | Westmeath County Council, .. .. | 91st | 15th Nov., 1907, | III. | 37813–37340 | 349–352 | — | — |
| 56 | Dowling, Rev. P. J., Lecturer, Department of Agriculture and Technical Instruction for Ireland. | —— | 89th | 15th Jan., 1908, | IV. | 40345–41133 | 71–73 | 13 | 419 |
| 57 | Ennis, Mr. Michael A., J.P., | Wexford County Council (Vice-Chairman); Irish County Councils' General Council (Member). | 21st<br>22nd<br>04th | 1st Mar., 1907,<br>12th Mar., 1907,<br>28th Jan., 1908, | I.<br>II.<br>VII. | 12304–12457<br>12458–12508<br>55714–55023 | 386–392<br>1–3<br>202–210 | 18<br>—<br>38 | 500<br>—<br>397 |
| 58 | Ervine, Mr. Wm. .. | Ballymena Rural District Council, .. | 54th | 22nd Oct., 1907, | III. | 32054–33008 | 213–215 | — | — |
| 59 | Evans, Mr. Richard, C.E., | Schull and Skibbereen Light Railway Company (Engineer). | 58th | 12th Nov., 1907, | III. | 35937–36005 | 294–200 | 30 | 489 |
| 60 | Farrell, Mr. Thomas, .. | Councils and Local Bodies in Cork City and County. | 87th | 13th Jan., 1908, | IV. | 41070–41733 | 37–00 | — | — |
| 61 | Fayle, Mr. W. K., J.P., .. | Birr Urban District Council, .. .. | 25th | 15th Mar., 1907, | II. | 14234–14483 | 74–81 | 12, 33 VI. | 575 & 607 |
| 62 | Feely, Mr. T. B., .. | Strabane Mercantile Association (Town Clerk). | 50th | 17th Oct., 1907, | III. | 30273–30435A | 128–134 | — | — |
| 63 | Fennessy, Mr. Edward .. | Kilkenny Corporation, .. .. | 27th | 23rd April, 1907, | II. | 16264–16336 | 130–132 | — | — |
| 64 | Field, Mr. William, M.P., .. | Irish Cattle Traders' and Stockowners' Association (President); Dublin County Council; Blackrock Urban District Council. | 23rd | 13th Mar., 1907, | II. | 13067–13423 | 29–45 | 15 & 25 | 577 & 592 |
| 65 | Fitzgerald, Mr. P., .. | South of Ireland Cattle Trade Association, | 43th | 19th Oct., 1907, | III. | 29747–29780A | 109–110 | — | — |
| 66 | Fitzgerald, Mr. Thomas, .. | Callan Town Commissioners (Chairman), .. | 3rd | 15th Oct., 1906, | I. | 29813–29837A<br>077–733 | 111–112<br>28–30 | — | — |
| 67 | Forde, Mr. Henry J., J.P., | Waterford Chamber of Commerce; Waterford Harbour Board. | 30th | 12th June, 1907, | II. | 22509–22731 | 341–346 | — | — |
| 68 | Gallagher, Mr. S. G., D.E., M.INST.C.E. | Wicklow County Council (County Surveyor), | 48th | 15th Oct., 1907, | III. | 28735–28031 | 82–80 | — | — |
| 69 | Gannon, Mr. Peter, .. | Ballinamore Rural District Council, | 55th | 14th Jan., 1908, | IV. | 40503–40588 | 56–30 | 13 | 417 |
| 70 | Garry, Rev. John, P.P., .. | Clare County Council, .. .. | 15th | 8th Jan., 1907, | I. | 7840–8027 | 243–248 | 18 | 498 |
| 71 | Garry, Mr. Michael, J.P., .. | Do., . .. .. .. | 15th | 8th Jan., 1907, | I. | 7795–7838 | 242–243 | 13 | 498 |
| 72 | Geoghegan, Mr. H. C., B.L., | —— | 43rd | 8th July, 1907, | II. | 24335–25314 | 415–425 | — | — |
| 73 | Gibson, Dr. George, J.P., .. | Donaghadee Urban District Council, .. | 47th | 14th Oct., 1907, | III. | 28072–28205 | 03–87 | 12 & 13 | 462 & 5 |
| 74 | Gibson, Mr. Robert, .. | South of Ireland Butter Merchants' Association. | 44th | 9th July, 1907, | II. | 25989–26272 | 445–454 | — | — |
| 75 | Glynn, Mr. Joseph A., B.A., J.P. | Galway County Council (Chairman), Irish County Councils' General Council | 47th | 14th Oct., 1907, | III. | 28311–28407 | 70–75 | — | — |
| 76 | Glynn, Rev. P., P.P., .. | Clare County Council, .. .. .. | 14th | 7th Jan., 1907, | I. | 7083–7523 | 224–238 | 12 | 494 |
| 77 | Goodbody, Mr. Marcus, J.P., | Dublin Chamber of Commerce (President), | 7th | 22nd Nov., 1908, | I. | 2720–3074 | 00–69 | — | — |
| 78 | Goodbody, Mr. R., M.I.M.E., | Messrs. J. L. & F. Goodbody, Jute Manufacturers, Clara. | 51st | 18th Oct., 1907, | III. | 31190–31408 | 160–108 | — | — |
| 79 | Graham, Mr. William, .. | The United Kingdom Commercial Travellers' Association. | 17th | 25th Feb., 1907, | I. | 9237–9384 | 282–287 | — | — |
| 80 | Gray, Rev. D., P.P., .. | Leitrim County Council, .. .. | 45th | 11th Oct., 1907, | III. | 26383–26352 | 1–8 | 7–8 | 451 |
| 81 | Green, Rev. W. Spotswood, O.B. | Congested Districts Board (Member); (Chief Inspector of Fisheries for the Department of Agriculture and Technical Instruction for Ireland). | 59th | 13th Nov., 1907, | III. | 36504–38723 | 307–315 | — | — |
| 82 | Greene, Mr. W. T., .. | Cork Incorporated Chamber of Commerce and Shipping (President). | 23th | 24th April, 1907, | II. | 13575–13033 | 141–148 | — | — |
| 83 | Greene, Mr. Godfrey J., J.P., | Callan Rural District Council, .. .. | 35th | 14th Jan., 1908, | IV. | 38826–39987 | 35–39 | — | — |
| 84 | Greer, Mr. E., B.L., J.P., late Assistant Legal Land Commissioner. | —— | 32nd | 14th May, 1907, | II. | 13484–13872 | 203–215 | 25 | 592 |
| 85 | Gregg, Mr. Robert, .. | Ballymena Rural District Council | 54th | 22nd Oct., 1907, | III. | 33900–33121 | 215–218 | — | — |
| 86 | *Griffin, Mrs. Amy .. | Kilkee Town Commissioners, .. .. | 15th | 8th Jan., 1907, | I. | 7254–7734 | 237–242 | — | — |
| 87 | Griffin, Mr. T. R., M.INST. C.E., Kilkee, co. Clare. | —— | 49th | 18th Oct., 1907, | III. | 29420–29538 | 100–104 | — | — |
| 88 | Griffith, Mr. Robert, J.P., | Lisburn Urban District Council, .. | 42nd | 5th July, 1907, | II. | 24869–24873 | 407–411 | — | — |
| 89 | Hackett, Mr. E. A., M.INST. C.E., County Surveyor, Tipperary (S.R.) | —— | 14th | 7th Jan., 1907, | I. | 6907–7082 | 216–224 | — | — |
| 90 | Hamilton, Mr. A., .. | Omagh Board of Guardians, .. .. | 84th | 13th Jan., 1908, | IV. | 38818–38878 | 28–31 | 10 | 413 |

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| No. | Name. | Departments, Local Bodies, Associations, Railway and Steampacket Companies, &c., Represented. | Day. | Date. | Vol. | Evidence. Question. | Evidence. Page | Appendix. No. | Appendix. Page. |
|---|---|---|---|---|---|---|---|---|---|
| 91 | Hanna, Mr. James A. .. | Dundalk Urban District Council .. | 17th | 25th Feb., 1907, | I. | 9395-9745 | 287-294 | 15 | 445 |
| 92 | Hanna, Mr. W. J., J.P., .. | Donegal County Council; Londonderry No. 2 Rural District Council | 25th | 15th Mar., 1907, | II. | 14166-14233 | 70 -74 | — | — |
| 93 | Harrington, Sir Stanley, J.P. | Cork, Blackrock, and Passage Railway Company (Chairman). | 91st | 11th Dec., 1908, | VII | 54391-54590 | 140-147 | 9 | 336 |
| | | —— | 92nd | 10th Nov., 1907, | III | 38327-38350 | 368-387 | — | — |
| 94 | Harrison, Mr. C Wilson, Ballyjamesduff, co Cavan | | | | | | | | |
| 95 | *Harper, Mr James, .. | Department of Agriculture and Technical Instruction for Ireland (Travelling Inspector.) | 22nd | 12th Mar., 1907, | II. | 12946-13066 | 23-27 | — | — |
| 96 | Henesey, Mr. E. G., J.P., .. | East Downshire Steamship Company (Managing Director). | 58th | 12th Nov., 1907, | III. | 35511-35710 | 285-258 | — | — |
| 97 | Beyn, Mr. Frederick L., .. | Belfast Chamber of Commerce (Ex-President) | 19th | 27th Feb., 1907, | I. | 10841-11201 | 332-343 | 18 | 500 |
| 98 | Higgins, Dr. T. F., F.R.C.S.I. | Queen's Co. County Council, .. .. | 43rd | 8th July, 1907, | II. | 25537-25633 | 432-434 | — | — |
| 99 | Hill, Mr. W. Brydon, .. | Drogheda Chamber of Commerce (President), | 53rd | 21st Oct., 1907, | III. | 31085-32121 | 186-189 | — | — |
| 100 | Hilliard, Mr. John, .. | Killarney Urban District Council, .. | 68th | 17th Jan., 1908, | IV. | 42021-42211 | 106-113 | 10 | 427 |
| 101 | Boran, Mr. John, C.E., County Surveyor, Limerick. | —— | 49th | 18th Oct., 1907, | III. | 29838-30047 | 112-118 | — | — |
| 102 | Hurley, Mr. Jeremiah, J.P., Miller, Leap, co. Cork. | —— | 67th | 19th Jan., 1908, | IV | 41734-41868 | 96-102 | 17 | 425 |
| 103 | Irwin, Mr. Thomas, .. | Newry Port and Harbour Trust (Chairman), Newry Chamber of Commerce. | 17th | 25th Feb., 1907, | I. | 9746-9809 | 294-298 | — | — |
| 104 | Jackson, Mr. Arthur, J.P., | Sligo Harbour Commissioners (Chairman), | 7th | 22nd Nov., 1906, | I | 3075-3377 | 96-107 | — | — |
| 105 | Jekyll, Sir Herbert, K.C.M.G., | Board of Trade (Assistant Secretary, Railway Department) | 10th | 14th Dec., 1906, | I. | 4930-4728 | 147-155 | — | — |
| 106 | Johnston, Mr. James W., J.P. | Fermanagh County Council, .. .. | 54th | 22nd Oct. 1907, | III. | 32837-32053 | 210-213 | — | — |
| 107 | Jordan, Mr. Jeremiah, M.P., | Fermanagh County Council, .. .. | 43rd | 6th July, 1907, | II. | 25316-25421 | 425-428 | — | — |
| 108 | Kelly, Mr. James .. | Templemore Urban District Council, .. | 68th | 17th Jan., 1908, | IV. | 42458-42592 | 121-123 | — | — |
| 109 | Kennedy, Mr. P. J., B.A., | Kilkenny Corporation, .. .. | 28th | 24th April, 1907, | II | 16337-16501 | 133-139 | — | — |
| 110 | Kerr, Mr. John R., .. | Cork, Bandon, and South Coast Railway Company (General Manager) | 95th | 11th Nov., 1908, | VII. | 51597—51980 | 35-37 | — | — |
| 111 | Kettle, Mr. P. J., .. | Balrothery Rural District Council, .. | 44th | 9th July, 1907, | II. | 26273-26528 | 454-455 | — | — |
| 112 | Kiernan, Mr. James, Builder, Dublin. | Queen's Co. County Council, .. .. | 47th | 14th Oct., 1907, | III. | 27047-28071 | 60-63 | — | — |
| 113 | King, Mr. F. A. S., .. | Arklow Brick and Tile Works. (Manager), | 48th | 15th Oct., 1907, | III. | 29291-29334 | 96-97 | — | — |
| 114 | Kirby, Mr. Patrick, Poulterer, Carrick-on-Suir. | —— | 53rd | 21st Oct., 1907, | III. | 32518-32643 | 200-203 | 22 | 477 |
| 115 | Lalan, Dr. Thos., F.R.C.S.E., | Cashel Urban District Council, .. .. | 81st | 15th Nov., 1907, | III. | 38290-38329 | 392-394 | — | — |
| 116 | Larminie, Mr. A. C., .. | Castlebar Urban District Council, .. | 37th | 10th June, 1907, | II. | 21816-21447A | 302-306 | — | — |
| 117 | Lawder, Mr. James Ormsby, M.INST.C.E., D.L | Leitrim Ratepayers' Protection Association, | 42nd | 5th July, 1907, | II. | 24265-24645 | 392-409 | — | — |
| 118 | Lawler, Mr. P., .. .. | Newtownbarry (Co. Wexford) Railway Scheme Committee. | 98th | 17th Jan., 1908, | IV. | 42381-42457 | 118-121 | — | — |
| 119 | Lindsay, Mr. W. A., .. | Belfast Chamber of Commerce; Royal Ulster Agricultural Society. | 41st | 4th July, 1907, | II. | 23750-24014 | 376-384 | — | — |
| 120 | Livesey, Mr. Robert H., C.E., Railway Expert. | —— | 57th | 11th Nov., 1907, | III. | 34076-35004 | 264-272 | 5 | 448-9 |
| 121 | Long, Mr. E. J., J.P., .. | Limerick Corporation (City High Sheriff), | 38th | 12th June, 1907, | II. | 22272-22568 | 333-341 | 30-I | 467 |
| 122 | Lynch, Mr. Marcus, J.P., .. | Galway Harbour Commissioners (Chairman), | 52nd | 19th Oct., 1907, | III. | 31964-31799A | 175-179 | — | — |
| 123 | Lynch, Mr. Michael, J.P., .. | Omagh Chamber of Commerce; Omagh Urban District Council. | 40th | 3rd July, 1907, | II. | 23198-23503 | 355-395 | — | — |
| 124 | M'Adoo, Mr. W. H. .. | Cavan and Leitrim Railway Company (Traffic Manager). | 89th | 9th Dec., 1908, | VII. | 53810-53922 | 111-117 | — | — |
| 125 | M'Carthy, Mr. Patrick, .. | Listowel and Ballybunion Railway Company (General Manager). | 58th | 12th Nov., 1907, | III. | 36065A-36192 | 296-299 | — | — |
| 126 | M'Carthy, Mr. T. D., Trader, Croom, co. Limerick. | —— | 68th | 17th Jan., 1908, | IV. | 42603-42919 | 125-125 | — | — |
| 127 | M'Colgan, Mr. John .. | Strabane Mercantile Association, .. | 26th | 22nd April, 1907, | II. | 15465-15597 | 108-111 | — | — |
| 128 | M'Connell, Mr. Julius, .. | Newtownards Board of Guardians; Newtownards Rural District Council. | 54th | 22nd Oct., 1907, | III. | 33122-33334 | 218-224 | — | — |
| 129 | M'Cowen, Mr. Wm. H., .. | Tralee Urban District Council; Tralee Harbour Board. | 28th | 25th April, 1907, | II. | 17361-17473A | 168-170 | — | — |
| 130 | M'Crum, Mr. R. G., J.P., .. | Armagh County Council (Chairman), .. | 40th | 12th Oct., 1907, | III. | 27677-27763 | 53-55 | — | — |
| 131 | M'Cutcheon, Mr. James, .. | Newtownards Urban District Council, .. | 53rd | 21st Oct., 1907, | III. | 32725-32836 | 209-209 | — | — |
| 132 | M'Dermott, Mr. Thomas, | Foyle and Bann Fisheries, Londonderry. (Manager). | 48th | 15th Oct., 1907, | III. | 28468-28784A | 76-82 | 15 | 494 |
| 133 | M'Donnell, Mr. James, .. | Tuam Town Commissioners (Chairman); Galway County Council. | 42nd | 5th July, 1907, | II. | 24874-24964 | 411-414 | — | — |
| 134 | M'Farland, Mr. John, J.P., | Londonderry and Lough Swilly Railway Company (Chairman). | 33rd | 15th May, 1907, | II. | 19226-19909 | 236-249 | — | — |
| 135 | Mackey, Mr. A., .. | Limerick Fisheries Board, .. .. | 41st | 4th July, 1907, | II. | 23504-23749 | 366-375 | — | — |
| 136 | M'Laughlin, Mr. J., Shirt Manufacturer, Buncrana, co. Donegal. | —— | 35th | 6th June, 1907, | II. | 19699-19593 | 255-260 | — | — |
| 137 | M'Loughlin, Mr. P., .. | Omagh Board of Guardians, .. .. | 53rd | 21st Oct., 1907, | III. | 32276-32517 | 195-200 | — | — |
| 138 | Macnamara, Mr. Walter H., | Railway and Canal Commission (Secretary and Registrar). | 71st | 14th Mar., 1908, | IV. | 43582-43733 | 158-163 | — | — |
| 139 | M'Nelis, Mr. M., J.P., | Glenties Rural District Council (Clerk), .. | 28th | 24th April, 1907, | II. | 16502-16574 | 139-140 | — | — |
| | | Ardara Railway Committee, .. .. | 80th | 14th Nov., 1907, | III. | 37528-37583 | 338-340 | — | — |
| | | | 55th | 8th Nov., 1907, | III. | 34092-34978 | 246-293 | — | — |
| | | | 56th | 9th Nov., 1907, | III. | | | | |
| 140 | MacNulty, Mr. Philip, .. | Department of Agriculture and Technical Instruction for Ireland (Transit Inspector). | 63rd | 10th Jan., 1908, | IV. | 38724-39184 | 1-15 | 1 | 221 |
| | | | 69th | 19th Mar., 1908, | IV. | 42716-43029 | 126-137 | 2 | 336 |
| | | | 71st | 14th Mar., 1908, | IV. | 44018-44049 | 171-182 | 8 | 405 |
| | | | 94th | 10th Nov., 1908, | VII. | 50427-50904 | 1-13 | 1 | 273 |
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| 142 | M'Ternan, Capt. H., D.L., Landowner, Boyle, co. Roscommon. | — | 96th | 15th Jan., 1908, | IV. | 41107–41221 | 70–81 | 14 & 20 | 422 & 430 |
| 143 | Magnus, Mr. J.J., Solicitor, Dublin. | — | 52nd | 19th Oct., 1907, | III. | 31484–31663 | 170–179 | — | — |
| 144 | Malone, Mr. Laurence, .. | Dublin Port and Docks Board, .. .. | 13th<br>21st | 20th Feb., 1907,<br>1st Mar., 1907, | I.<br>I. | 9810–10050<br>11037–11038 | 297–305<br>500 | 19 & 19 | 499 & 501 |
| 145 | Manning, Mr. J. W., . | Hotel and Tourist Trade, Rosapenna, co. Donegal | 66th | 15th Jan., 1908, | IV. | 41222–41260 | 81–82 | 15 | 423 |
| 146 | Mannion, Mr. P. J., .. | Castlebar Urban District Council, .. | 43th | 15th Oct., 1907, | III. | 28932–29039 | 86–89 | — | — |
| 147 | Martin, Mr. Michael, .. | Ballinamore (co. Leitrim) Rural District Council. | 50th | 17th Oct., 1907, | III. | 30058–30734A | 142–145 | — | — |
| 148 | Mayne, Mr. Thomas, Merchant, Dublin. | — | 22nd | 12th Mar., 1907, | II. | 12560–12675 | 6–9 | — | — |
| 149 | Meehan, Rev. Joseph, C.C., | Leitrim County Council, . .. | 45th | 11th Oct., 1907, | III. | 29653–27048 | 8–32 | 9 | 452 |
| 150 | Meehan, Mr. P. A., M.P., .. | Queen's Co. County Council, .. .. | 95th | 14th Jan., 1908, | IV. | 40005–40502 | 41–50 | 11 | 415 |
| 151 | Micks, Mr. W. L., Member, Local Government Board, Ireland. | — | 84th | 13th Jan., 1908, | IV. | 30165–30380 | 19–22 | — | — |
| 152 | Miller, Sir F. Henry, . | Londonderry Corporation (Town Clerk), .. | 20th | 25th April, 1907, | II. | 17053–17177 | 158–132 | — | — |
| 153 | Mitchell, Mr. F. W. D., .. | Congested Districts Board (Ireland) (Secretary). | 94th | 13th Jan., 1908, | IV. | 39390–39551 | 22–27 | — | — |
| 154 | Maloney, Mr. P. E., .. | Clare County Council, .. .. | 15th | 9th Jan., 1907, | I. | 8028–8362 | 248–250 | — | — |
| 155 | Moore Mr. Charles A., .. | Belfast and County Down Railway Company (Manager). | 95th<br>96th | 11th Nov., 1908,<br>12th Nov., 1908, | VII.<br>VII. | 51081–52019 | 37–60 | 3 | 288 |
| 156 | Moore, Mr. Fletcher, D.L., | Dublin and Blessington Steam Tramway Co. (Chairman) | 57th | 11th Nov., 1907, | III. | 30203–35475 | 270–283 | — | — |
| 157 | Mullally, Mr. P. F., J.P., Farmer, Mullinahone, co. Tipperary. | — | 84th | 13th Jan., 1908, | IV. | 30552–30917 | 27–28 | — | — |
| 158 | Murland, Mr. J., J.P., .. | Messrs. J. Murland & Co., Flax Spinners, Annsborough, co. Down. | 66th | 19th Jan., 1908, | IV. | 40815–40944 | 67–71 | — | — |
| 159 | Murphy, Mr. Jeremiah, Farmer, Clonkeen, co Kerry. | — | 54th | 22nd Oct., 1907, | III. | 33514–33612A | 229–231 | 23 | 484 |
| 160 | Murphy, Mr. Patrick, Provision Merchant, Dublin. | — | 94th<br>98th | 13th Jan., 1908,<br>17th Jan., 1908, | IV.<br>IV. | 39670–39325<br>42003A–42020 | 31–34<br>108–109 | —<br>— | —<br>— |
| 161 | Nagle, Mr. M. J., .. | South of Ireland Cattle Trade Association, Cork. | 49th | 10th Oct., 1907, | III. | 29544–29743<br>29781–29812 | 104–109<br>110–111 | 10 | 409 |
| 162 | Neale, Mr. Edward Addison, | Great Southern and Western Railway Company (Traffic Manager) | 79th<br>80th<br>81st<br>99th | 30th July, 1908,<br>13th Oct., 1908,<br>14th Oct., 1908,<br>9th Dec., 1908, | V.<br>V.<br>V.<br>VII. | 47301–49303<br>53400–53609 | 179–242<br>105–111 | 4<br>7 | 378<br>322 |
| 163 | O'Boyle, Mr. James, Trader, Killala, co Mayo. | — | 59th | 12th Nov., 1907, | III. | 35193–35415A | 299–304 | — | — |
| 164 | O'Callaghan, Mr. Cornelius, J.P. | Cork County Council (Vice-Chairman), .. | 91st | 15th Nov., 1907, | III. | 38185–38289 | 359–362 | — | — |
| 165 | O'Connor, Mr. Joseph, .. | Irish Cattle Traders' and Stockowners' Association. | 44th<br>94th | 9th July, 1907,<br>28th Jan., 1909, | II.<br>VII. | 25034–25383<br>55924–56010 | 435–444<br>210–213 | —<br>12 | —<br>340 |
| 166 | O'Connor, Mr. T., .. | Cork and Muskerry Railway Company (Secretary); Committee of Management, Donoughmore Extension Light Railway (Secretary). | 99th | 13th Nov., 1907, | III. | 30770–30787 | 316– | 27 | 487 |
| 167 | O'Dea, Mr. J., Trader, Clarecastle, co Clare | — | 96th | 15th Jan., 1908, | IV | 41207–41358 | 82–94 | — | — |
| 168 | O'Dea, Mr. Michael, J.P., | Irish Reform Association; Irish Industrial Development Association | 3rd<br>4th<br>94th | 15th Oct., 1906,<br>10th Oct., 1909,<br>28th Jan., 1909, | I.<br>I.<br>VII. | 1128–1303<br>55909–55715 | 41–50<br>199–202 | 4<br>— | 479–481<br>— |
| 169 | O'Dempsey, Mr. James, .. | Belfast and Ulster Vintners' Society (President). | 48th | 19th Oct., 1907, | III. | 29196–29290 | 93–99 | — | — |
| 170 | O'Doherty, Mr. F. J., .. | Kilrush Urban District Council, . .. | 62nd | 16th Nov., 1907, | III. | 38399–38479 | 369–370 | — | — |
| 171 | O'Donnell, Mr. J. E., J.P., Hotel Proprietor, Burtonport, co. Donegal | — | 71st | 14th Mar., 1908, | IV. | 43734–43880 | 169–198 | — | — |
| 172 | O'Donnell, Mr. T., B.L., M.P., | Tralee and Dingle Light Railway Co. (Chairman). | 36th | 7th June, 1907, | II. | 20292–20584 | 271–281 | — | — |
| 173 | O'Farrell, Mr. John, .. | Strokestown Rural District Council, .. | 92nd | 19th Nov., 1907, | III. | 38011–38549 | 371–372 | — | — |
| 174 | O'Gorman, Mr. Patrick, .. | Waterford County Council (Chairman), .. | 11th | 3rd Jan., 1907, | I. | 9060–5035 | 180–191 | — | — |
| 175 | O'Loughlin, Mr. Daniel, .. | Clare County Council, .. .. | 15th | 8th Jan., 1907, | I. | 8303–8490 | 250–259 | — | — |
| 176 | O'Reilly, Rev. H., President, St. Colman's College, Newry. | — | 53rd | 21st Oct., 1907, | III. | 32122–32277 | 189–195 | — | — |
| 177 | O'Reilly, Mr. W., D.L., .. | Louth County Council, .. .. | 40th | 12th Oct., 1907, | III. | 27302–27017A | 42–49 | 10 | 460 |
| 178 | O'Sullivan, Mr. P. K., Cattle-Trader, Cork. | — | 40th | 12th Oct., 1907, | III. | 27213–27551 | 58–42 | — | — |
| 179 | O'Sullivan, Mr. W. J., .. | Cork and South of Ireland Commercial Travellers' Association (President). | 51st | 18th Oct., 1907, | III. | 31403–31483 | 197–199 | — | — |
| 180 | Owens, Mr. D., ... | Strokestown Rural District Council, .. | 92nd | 19th Nov., 1907, | III. | 38470–38510 | 370–371 | — | — |
| 181 | Palmer, Mr. C. S. R., M.INST.C.E., Engineer, West Australian Government Railways. | — | 35th | 9th June, 1907, | II. | 19894–20291 | 200–209 | 52 | 999 |
| 182 | Pedlow, Mr. William, .. | Lurgan Urban District Council, .. .. | 52nd | 19th Oct., 1907, | III. | 31884–31984 | 182–185 | — | — |

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| 184 | Pim, Mr. Frederick W., .. | Dublin and South Eastern Railway Company (Chairman). | 82nd | 15th Oct., 1908, | V. | 49304–50041 | 243–071 | — | — |
| | | | 83rd | 16th Oct., 1908, | V. | | | 5 | 382 |
| 185 | Plews, Lieut.-Col. Henry, | Great Northern (Ireland) Railway Company (General Manager). | 75th | 18th June, 1908, | V. | 45503–47360 | 96–178 | — | — |
| | | | 76th | 27th July, 1908, | V. | | | 3 | 944 |
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| 186 | Power, Mr. John F., .. | Limerick Chamber of Commerce (President), | 6th | 21st Nov., 1906, | I. | 2373–2669 | 73–88 | — | — |
| 187 | Power, Mr. Thomas, .. | Waterford County Council, .. .. | 11th | 3rd Jan., 1907, | I. | 5677–5568 | 172–180 | — | — |
| 188 | Pratt, Mr. Edwin, A., Journalist and Author of Works on Railways. | Associated Irish Railway Companies, .. | 63rd | 16th Oct., 1908, | V. | 50042–50426 | 271–287 | 6 | 365 |
| 189 | Prentice, Mr. D. S., .. | Department of Agriculture and Technical Instruction for Ireland (Superintendent Travelling Inspector). | 16th | 23rd Feb., 1907, | I. | 8960–8017 | 273–275 | — | — |
| | | | 22nd | 12th Mar., 1907, | II. | 12976–12768 | 9–18 | | |
| 190 | Preston, Mr. S. P., .. | Irish Commercial Travellers' Association, | 46th | 12th Oct., 1907, | III. | 27318–27676 | 46–52 | — | — |
| 191 | Price, Mr. A. D., M.INST.C.E., Inspecting Engineer, Local Government Board (Ireland). | —— | 31st | 13th May, 1907, | II. | 13138–13433 | 199–207 | — | — |
| 192 | Raferty, Mr. P. J., Ex-Flax and Seed Merchant, Monaghan. | —— | 66th | 15th Jan., 1908, | IV. | 40566–40814 | 61–67 | — | — |
| 193 | Rainey, Mr. Hugh, .. | Ballymena Urban District Council, .. | 45th | 11th Oct., 1907, | III. | 27141–27212 | 35–37 | — | — |
| 194 | Reid, Mr. Alexander G., .. | Dublin and South Eastern Railway Company (General Manager). | 36th | 6th Dec., 1908, | VII. | 52840–53405 | 96–104 | 8 | 307 |
| 195 | Reid, Mr. J. Kelso LL.D., | Londonderry Harbour Commissioners Solicitor). | 20th | 25th April, 1907, | II. | 17176–17360 | 162–168 | — | — |
| 196 | Reigh, Alderman W., Sutton, co. Dublin. | —— | 30th | 26th April, 1907, | II. | 17474–17601 | 171–177 | 20 | 567 |
| 197 | Richardson, Mr. Effingham L. | Irish Trades Union Congress (Secretary, Parliamentary Committee). | 6th | 23rd Nov., 1906, | I. | 3991–4097 | 124–126 | — | — |
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| 198 | Riordan, Mr. E. J., .. | Irish Industrial Development Association (Secretary). | 4th | 16th Oct., 1906, | I. | 1394–1501 | 51–54 | 10 & 20 | 498 & 504 |
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| 199 | Ronan, Mr. Walter B., Solicitor. | Councils and Local Bodies in Cork City and County. | 67th | 10th Jan., 1908, | IV. | 41573–41076 | 94–97 | — | — |
| 200 | Rooney, Mr. J. J., .. | Boirothery Rural District Council, .. | 44th | 9th July, 1907, | II. | 26329–26382 | 455–457 | — | — |
| 201 | Rossiter, Mr. J. J., .. | Rosslare and Wexford Ratepayers, Forth Farmers' Association. | 71st | 14th Mar., 1908, | IV. | 43830–44017 | 168–171 | — | — |
| 202 | Roycroft, Mr. Edward, J.P., | Committee of Management, Schull and Skibbereen Light Railway (Chairman). | 58th | 12th Nov., 1907, | III. | 35717–35930 | 289–294 | 30 | 489 |
| 203 | Sanders, Mr. R. M. D., J.P., Land Agent, Charleville, co. Cork. | —— | 32nd | 1st May, 1907, | II. | 18673–18868 | 215–222 | — | — |
| 204 | Scanlan, Mr. J. H., Managing Director, Longstone Quarries, Limerick. | —— | 49th | 16th Oct., 1907, | III. | 30048–30088 | 116–119 | — | — |
| 205 | Schiter, Mr. Edward, J.P., | Irish Cattle Traders' and Stockowners' Association. | 25th | 15th Mar., 1907, | II. | 14490–14675 | 81–86 | — | — |
| 206 | Scully, Mr. William, .. | Clonlisk Co-operative Society, .. .. | 51st | 18th Oct., 1907, | III. | 31163–31169 | 157–160 | 21 | 477 |
| 207 | Shackleton, Mr. W. E., .. | Irish Flour Millers' Association, .. | 3rd | 15th Oct., 1906, | I. | 795–1127 | 30–41 | 3 & 16 | 477 & 499 |
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| 208 | Shanahan, Mr. Geo. E., .. | Board of Public Works, Ireland (Assistant Secretary). | 31st | 13th May, 1907, | II. | 17646–16137 | 195–199 | — | — |
| 209 | Shaw, Sir Alexander, .. | Limerick Chamber of Commerce, . | 6th | 21st Nov., 1906, | I. | 2669–2728 | 68–80 | — | — |
| 210 | Shea, Mr. Joseph W., J.P., | Tipperary Farmers' Society, .. .. | 27th | 16th Jan., 1908, | IV. | 41657–42003 | 102–107 | 16 | 425 |
| 211 | Sheehy, Mr. Brian E. F., C.E., Engineer, Limerick. | —— | 67th | 16th Jan., 1908, | IV. | 41427–41572 | 91–94 | 16 | 424 |
| 212 | Sixsmith, Mr. T. W., .. | The United Kingdom Commercial Travellers' Association. | 17th | 25th Feb., 1907, | I. | 9018–9256 | 276–282 | — | — |
| 213 | Sloan, Mr. Robert, .. | Donaghadee Urban District Council, .. | 47th | 14th Oct., 1907, | III. | 28206–28310 | 67–69 | 14 | 493 |
| 214 | Smiddy, Mr. William, .. | South of Ireland Cattle Trade Association, Cork. | 62nd | 16th Nov., 1907, | III. | 38351–38398 | 367–369 | — | — |
| 215 | Smyth, Mr. T. F., M.P., .. | Mohill Rural District Council, .. .. | 50th | 17th Oct., 1907, | III. | 30434–30557 | 135–138 | — | — |
| 216 | Spence, Mr. Andrew, .. | Londonderry and Lough Swilly Railway Company (Secretary). | 32nd | 14th May, 1907, | II. | 18869–19228 | 222–236 | 9 III. | 568 |
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| 217 | Speyer, Sir Edgar, Bart., Financier, London. | —— | 60th | 12th Nov., 1908, | VII. | 52026–52130 | 60–58 | — | — |
| 218 | Stack, Rev. T. Z. F., B.D., | Drumquin (co. Tyrone) Ratepayers, .. | 16th | 23rd Feb., 1907, | I. | 6481–8959 | 250–273 | — | — |
| 219 | Stevenson, Mr. George A., M.V.O., C.B. | Board of Public Works, Ireland (Commissioner). | 2nd | 13th Oct., 1906, | I. | 366–671 | 16–97 | 1 & 2 | 468 & 476 |
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| 220 | *Stokes, Mr. W. L., J.P., .. | Limerick Harbour Board, .. .. | 16th | 5th Jan., 1907, | I. | 6352–6906 | 204–215 | — | — |
| 221 | *Stuart, Major Villiers, D.L., J.P. | Waterford County Council, .. .. | 11th | 3rd Jan., 1907, | I. | 9017–5676 | 165–172 | — | — |
| 222 | Sweeney, Mr. John, .. | Donegal County Council, .. .. | 25th | 15th Mar., 1907, | II. | 14608–14632 | 88–92 | — | — |
| 223 | Sweetman, Mr. John, .. | General Council of Irish County Councils (Vice-Chairman); Meath County Council (Chairman) | 21st | 1st Mar., 1907, | I. | 11936–12363 | 369–386 | 17 & 18 | 497 & 498 |

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| 225 | Tatlow, Mr. Joseph, .. | Midland Great Western Railway (Manager), and Associated Irish Railway Companies. | 72nd<br>73rd<br>74th<br>75th | 13th June, 1908,<br>17th June, 1908,<br>18th June, 1908,<br>19th June, 1908, | V.<br>V.<br>V.<br>V. | 44044–45502 | 195 | 1 & 2 | 335–340 |
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| 226 | Taylor, Mr. Laurence, .. | Portumna Derelict Railway Resuscitation Committee | 30th | 26th April, 1907, | II. | 17836–17847 | 184 | — | — |
| 227 | Thompson, Dr. Edward, J.P., Omagh. | —— | 50th | 17th Oct., 1907, | III. | 30087–30272 | 120–123 | 4 | 443 |
| 228 | Tiernay, Mr. Michael, .. | Ennis Urban District Council, .. .. | 48th | 15th Oct., 1907, | III. | 29040–29105A | 80–93 | — | — |
| 229 | Tisdall, Mr. H. O., .. | Dublin and Blessington Steam Tramway Co. (Secretary); Blessington and Poulaphouca Steam Tramway Company (Secretary) | 67th | 11th Nov., 1907, | III. | 36476–36510 | 283–284 | — | — |
| 230 | Todd, Mr. R. H., M.D., .. | Londonderry Chamber of Commerce, .. | 24th | 14th Mar., 1907, | II. | 13883–14070 | 58–68 | 7 & 10 | 550 & 570 |
| 231 | Trench, Mr. W. T., D.L., J.P., | Tipperary (N.R.) County Council; Nenagh Urban District Council; Portumna Derelict Railway Resuscitation Committee. | 30th | 26th April, 1907, | II. | 17802–17835 | 177–184 | 21 & 22 | 589 & 590 |
| 232 | Walsh, Mr. C., .. .. | Ballyhay Dairy Company (Secretary), .. | 52nd | 19th Oct., 1907, | III. | 31790–31883 | 179–182 | — | — |
| 233 | Walsh, Mr. R. W., J.P., Castlebellingham, co. Louth. | —— | 40th | 3rd July, 1907, | II. | 22969–23167 | 353–358 | — | — |
| 234 | Wandesforde, Mr. R. H. Prior, D.L. | Kilkenny County Council, .. .. | 27th | 23rd April, 1907, | II. | 15955–16241 | 122–129 | — | — |
| 235 | Ward, Right Hon. Sir Joseph G., K.C.M.G., Premier of New Zealand. | —— | 34th | 17th May, 1907, | II. | 19507–18551 | 247–250 | — | — |
| 236 | Watson, Mr. Edward, J.P., | City of Dublin Steam Packet Company (Managing Director). | 38th<br>80th | 11th June, 1907,<br>12th Nov., 1908, | II.<br>VII. | 21609–21895<br>52181–52329 | 313–321<br>54–58 | 29 & 33<br>— | 597 & 604<br>— |
| 237 | Watson, Mr. Robert, .. | Londonderry Chamber of Commerce, .. | 24th | 14th Mar., 1907, | II. | 14080–14123 | 66–68 | — | — |
| 238 | Watson, Mr. Wm. T., .. | Dublin Mercantile Association, .. .. | 38th | 11th June, 1907, | II. | 21866–22011 | 322–325 | 30 | 598 |
| 239 | Weir, Mr. Alexander, .. | Convoy Woollen Company, co. Donegal (Managing Director). | 23rd | 15th May, 1907, | II. | 13513–13600 | 48–49 | — | — |
| 240 | Westropp, Col. G. O'Callaghan, D.L., Coolreagh, Bodyke, co. Clare. | —— | 37th | 10th June, 1907, | II. | 21448–21608 | 306–312 | — | — |
| 241 | Whelan, Mr. Patrick, .. | Monaghan County Council, .. .. | 70th | 13th Mar., 1908, | IV. | 43400–43581 | 151–157 | 24 | 493 |
| 242 | Whyte, Mr. Wm. R., .. | Enniskillen Urban District Council, .. | 3th | 21st Nov., 1906, | I. | 2020–2372 | 70–79 | — | — |
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† See Appendix No. 8, Volume IV. for explanatory statement furnished by the Irish Railway Committee.

‡ See Appendix No. 8, Volume IV., for explanatory statement furnished by the Irish Railway Committee.

‖ See Appendix No. 10, Volume V., for explanatory statement furnished by the Irish Railway Committee. Additional statements on behalf of the Irish Cattle Traders' and Stockowners' Association were handed in by Mr. William Field, M.P. (See Section I. of this list.)

‖ See Appendix No. 8, Volume V. for explanatory statement furnished by the Irish Railway Committee.

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† Additional statements on behalf of the Commissioners of Public Works (Ireland) were handed in by Sir George C. V. Holmes, K.C.V.O., C.B., Chairman; Messrs. G. A. Stevenson M.V.O., C.B., Commissioner; T. M. Batchen, M.INST.C.E., Engineer, and George E. Shanahan, Assistant Secretary. (See Section I. of this list.)
‡ Similar Tables (I. to VIII.) relating to later years were furnished by the Board of Works, and are annexed to Final Report.
§ See Appendix No. 7, Volume IV., for explanatory statement furnished by the Irish Railway Committee.
‖ See Appendix No. 37, Volume V., for explanatory statement furnished by the Irish Railway Committee.

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